









## Intimations.

**WM. POWELL,**  
**LTD.,**  
GENERAL  
FURNISHERS,  
HONGKONG.

SOLE AGENTS  
for  
Hongkong, China,  
and Japan.

ADDISON'S  
PATENT  
PORTABLE  
**SANITARY**  
**COMMODORE**  
Hermetically Sealed.  
Specially adapted  
for hot climates.

The ACME of  
**CLEANLINESS.**  
Stocked in  
Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.  
Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.  
Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.  
Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.  
Price \$14.50.

**Wm. POWELL, Ltd.,**  
Alexandra Buildings,  
HONGKONG.

Hongkong, 13th July, 1906.

## Intimations.

**K. A. J. OHOTIMALL & CO.,**  
8, D'ARQUER STREET.  
NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.  
Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.  
GENTLEMEN'S SILK UMBRELLAS.  
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.  
SANDALWOOD BOXES (INLAIN).  
HANDKERCHIEF BOXES, GLOVE BOXES.  
MONEY BOXES, &c.  
LINEN HANDKERCHIEFS, JAVA SERONGS.  
MANDARIN COATS, COTTON SHIRTS.  
SILK-LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

**THE WEST POINT BUILDING COMPANY, LIMITED.**

**A N. INTERIM DIVIDEND** of Dollars Two per Share for the six months ending 31st June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).  
By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,  
General Agents for the West Point Building Co., Ltd.  
Hongkong, 13th July, 1906.

**THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.**

**A N. INTERIM DIVIDEND** of \$1.50 per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 25th instant (both days inclusive).  
By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary.  
Hongkong, 10th July, 1906.

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**

**NOTICE** is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for confirmation as Special Resolutions:

- That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part, be and the same are hereby rescinded.
- That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance No. 1865 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.

**A. CHAZALON & CO.**  
JUST UNPACKED.

**A NEW** Consignment of the following—  
ANCHOVY (Norwegian) in Kegs.  
SALMON BELLES " "  
SALTED HERRINGS " "  
" MACKARELS " "  
GERMAN SAUSAGES in Tin (Assorted).  
" " in Skins.  
" ASPARAGUS.  
" VEGETABLES (Assorted).  
FRENCH FRUITS in SYRUP (Assorted).  
" STUFFED OLIVES.  
" ANCHOVY in OIL (Bouillie).  
ALSO  
PASCAL'S ASSORTED SWEETS and TOFFERS.

Hongkong, 12th May, 1906.

## Auctions.

**PUBLIC AUCTION.**

**THE Undersigned** have received instructions to sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,

on  
**THURSDAY,**  
the 19th July, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,  
**A NUMBER OF BOOKS**  
Index to the Streets, Houses and Leased Lots of the Colony of Hongkong and its Dependencies.  
(In English and Chinese, compiled by the late Mr. BRUCE SHEPHERD).  
TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 13th July, 1906.

BY ORDER OF THE MORTGAGORS.

**PUBLIC AUCTION.**  
**MESSRS. HUGHES & HOUGH** have received instructions to sell by  
**PUBLIC AUCTION,**  
ON

**THURSDAY,**  
the 19th July, 1906, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Voeux Road Central, (corner of Ice House Street),  
**THE FOLLOWING**  
**VERY VALUABLE RECLAMATION PROPERTY,**  
situate at Victoria, in the Colony of Hongkong,

**ALL THAT PIECE OR PARCEL OF GROUND** situate at Victoria aforesaid and registered in the Land Office as SECTION A OF THE SOUTHERN PORTION OF THE PRAYA RECLAMATION TO MARINE LOT No. 57.  
The Property is held under the usual Reclamation Agreement at an Annual Crown Rent of not exceeding \$200.00. The Property contains an area of 11,000 square feet or thereabouts.  
For further particulars and conditions of sale, apply to—  
**Messrs. JOHNSON, STOKES & MASTER,**  
Solicitors for the Mortgagees,  
or to  
**Messrs. HUGHES & HOUGH,**  
The Auctioneers.  
Hongkong, 28th June, 1906.

**PUBLIC AUCTION.**  
**THE Undersigned** will sell by Public Auction,  
ON  
**TUESDAY,**  
the 24th July, at 12 o'clock Noon,  
The Hulk "MEENEE," late "SCREW," 3rd Rate, 3,842 tons.  
(Lately used by War Department as a Hospital Ship).  
**CONDITIONS OF SALE.**  
The Hulk will be sold as she now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following which will be sold separately:—  
Cables with COILIN CABLES.  
The vessel will be open to inspection for seven days before date of sale, between 10 A.M. and Noon, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).  
Inspection Orders can be obtained from the Auctioneers.  
The Sale will take place on Board. A Steam Launch to convey intending purchasers will leave Blake Pier at 11 A.M., 11.30 A.M. and 11.45 A.M. on day of sale.  
TERMS:—Cash before delivery, 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within Seven Days after date of sale.  
**HUGHES & HOUGH,**  
Auctioneers to the Government.  
Hongkong, 11th July, 1906.

**To Let.**  
**HOTEL MANSIONS.**

**ROOMS TO LET** on the 4th Floor, Unfurnished, as Offices or Chambers.  
Apply to—  
**THE SECRETARY,**  
Hongkong Hotel Co., Ltd.  
Hongkong, 9th July, 1906.

**TO LET.**  
**TWO GODOWNS** at East Point, close to the Water, suitable for the storage of any Cargo.  
Floor Area 6,100 square feet each.  
Apply to—  
**JARDINE, MATHESON & CO.,**  
Hongkong, 20th January, 1906.

**TO LET.**  
**NO. 16, HOLLYWOOD ROAD,** at 2, OLD BAILEY.  
Apply to—  
**ARRATON V. APCAR & CO.,**  
45, Wyndham Street.  
Hongkong, 2nd July, 1906.

**SHAMEN, CANTON.**  
**TO LET.**  
**NO. 2, WEST END TERRACE**  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,**  
Hongkong, 5th July, 1906.

**TO LET.**  
**"HAYTOR" THE PEAK** Immediate Possession.  
OFFICES in KING'S BUILDING YORK BUILDING.  
GODOWNS on PRAYA EAST.  
A HOUSE in CLIFTON GARDENS, d'Almeida Road.  
A HOUSE in RIVINGTON TERRACE.  
FLATS in MORETON TERRACE.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,**  
Hongkong, 1st June, 1906.

**TO LET.**  
**NO. 15, KNUTSFORD TERRACE, KOWLOON.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,**  
Hongkong, 30th December, 1905.

## DISARMAMENT.

**THE COMING INTERNATIONAL CONFERENCE.**

The meeting of the Inter-parliamentary Union at Westminster Hall in the last week in July promises to be one of the most remarkable gatherings of the year. Following the example of Austria, Hungary, Belgium, Norway, Switzerland and the United States, the Prime Minister has promised to propose a subsidy to meet the necessary expenses.

Briefly the history of the Inter-parliamentary Union may be thus recounted. In 1870, during the Franco-German war, the late Henry Richard called into existence a small committee of working men, of which Mr. Cremen was secretary. The committee grew into the Workers' Peace Association, and subsequently into the International Arbitration League. It carried on its propaganda not only in this country but in France and America; and at length, in 1888, Mr. Cremen conceived the idea of an inter-parliamentary movement in favour of arbitration and peace.

A GROWING POWER.  
A preliminary meeting was held in the same year, and in 1889 the first organised gathering was held in Paris, with Jules Simon as president. From time to time similar gatherings have been held in various European capitals. In 1903 nearly 600 members of various parliaments assembled at Vienna, and there were over 2,000 adherents. The following years the gathering took place at St. Louis, U.S.; last year the meeting was at Brussels.

To a large extent the success of this movement is due to the activity of Lord Weardale, the chairman of the British group, and of Mr. Cremen, its secretary. The British group is mainly composed of Liberal and Labour members, but includes several Conservatives and Liberal Unionists. As the coming gathering precedes by a few months the assembly of the second Hague Conference, the proceedings will be of more than ordinary importance and the question of Disarmament is sure to be prominent.

It has been asserted that the next Hague Conference will confine its work to attempts to mitigate the evils of war. Such an announcement is premature, but it may be useful as a timely warning that the Second Hague Conference may miss a great opportunity. It is desirable that the evils of war should be mitigated, but the question of Disarmament is of vastly greater importance. Disarmament was the primary object of the first conference, but it had to give way to the question of arbitration. Now that a High Court of Nations has been set up, and that nearly thirty permanent treaties of arbitration have been signed by various Powers, the difficulties in the way have been diminished. Moreover, the present temper of the Governments and people of Europe is decidedly more favourable than it was a few years ago.

**FAVOURABLE OMENS.**

Take first of all the Governments. The Balfour Administration has given place to another whose Prime Minister, at the very outset, has declared his intention of pursuing a policy of peace. The Radical and Radical Socialist party is the dominant factor in the "bloc," and the second article in the programme of this party is "to develop the principle of international arbitration," while the third is "renunciation of colonial expeditions for the extension of colonial territory." Yet, further, a loyal supporter of the pacific policy, has been succeeded by M. Fallieres, who in 1900 presided at the inter-parliamentary Conference in Paris, and who then and to the present day, has been pursuing courageously your work. Make the nations understand that it is more glorious for them to hand all their power before a simple tribunal decision than to seek on the field of battle the bloody triumph of force, and you will have deserved well of your country and humanity.

As for other European Powers, New Russia is occupied with working out her own salvation, and is intensely humanitarian. Austria-Hungary is mainly concerned with domestic troubles, and is decidedly pacific. Italy is utterly weary of military burdens.

The smaller Powers of Europe have everything to gain by disarmament and nothing to lose.

**WAR LORD AND SOCIALIST.**  
The one uncertain factor is Germany—perhaps it would be more correct to say the German Emperor. The Reichstag has already shown its anxiety for a reduction in the term of military service, and only a few days ago openly revolted against an expensive and aggressive colonial policy. But more significant still is the growing determination of the great Socialist party in Germany, as well as in other countries, to take questions of peace and war into their own hands.

On 4 March in Brussels there was a meeting of the Socialist International Bureau, which attracted little or no attention in this country, but is of profound significance, since the chief German representative was Bebel and the chief French representative was Jaures. This was the resolution that was adopted: "We are as anxious as secretly or publicly, emergencies afford occasion of fear that a conflict between Governments renders a war possible or probable, the Socialist parties of the countries concerned should immediately and spontaneously, at the invitation of the International Socialist Bureau, enter into direct relations, with the object of concerting and arranging the means of action on the part of the workers and Socialists in combination, to anticipate and prevent war."

The Emperor William is well aware that Bebel has millions of voters behind him, and is not the time now ripe for action without further delay? We who are advocates of a policy of disarmament are not idle dreamers, but practical politicians. We have nothing in common with the Anarchists who issue inflammatory placards in France exhorting soldiers to fire upon their officers when called upon to preserve order. We do not ask every enemy of militarism to subscribe to the formula that even defensive war is wrong. We are not so quixotic as to expect that any one nation will disarm in troops while all the others are armed to the teeth. Our programme was admirably expressed in a recent debate in the French Senate by M. d'Estournelles de Constant, when he said: "I have never proposed disarmament—not even the reduction of armaments. I only ask that the Government will consider, in conjunction with other Governments, whether it is not possible to arrest the growth of armaments by common agreement. He should have said, not only to arrest, but to reduce."—Howard Evans in *Morning Leader*.

## Intimations.

**A BILLY SAYING.**

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

**WAMPOLE'S PREPARATION** the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in blood impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinced. Sold by all chemists.

**S.S. "LAISANG" GENERAL AVERAGE.**

**ARRIVED** Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. ON FIRE 29th November, 1905, between SINGAPORE and HONGKONG.  
ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co., Ltd. before 31st July, 1906, otherwise they will not be recognised.  
Hongkong, 16th July, 1906.

**THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.**

**TAKE NOTICE** that a Commission has been appointed to enquire into and report on the following matters, viz:—

- Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1901, as now carried out is satisfactory.
  - Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.
- The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry addressed to who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,  
**W. BOWEN-ROWLANDS,**  
Secretary.  
Hongkong, 6th July, 1906.

**WANTED.**  
By a Young Lady a situation as TYPIST. Open for immediate engagement.  
Apply to—  
"X. Y. Z."  
C/o This Paper.  
Hongkong, 11th July, 1906.

**NOTICE.**  
**WE** hereby beg to notify our Customers that **WE CANNOT ACCEPT MORE THAN TWO DOLLARS** in Subsidary Coins in payment of your accounts and OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.  
**A. S. WATSON & CO., LD.**  
Hongkong, 3rd July, 1906.

**COLD STORAGE.**  
**THE HONGKONG ICE COMPANY, LTD.,** have now 40,000 Cubic feet of **COLD STORAGE** available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.  
**WM. PARLANE,**  
Manager.  
Hongkong, 22nd June, 1906.

**MUTTON AND BEEF.**  
**THE Undersigned** is prepared to **SUPPLY FRESH MUTTON AND BEEF**, at Moderate Prices.  
Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.  
**TUNG WING,**  
No. 1 Stall, Central Market.  
Hongkong, 14th May, 1906.

**KWONG SANG & Co.,**  
No. 70, WELLINGTON STREET.

**GENERAL DRAPERS, MANUFACTURERS AND DEALERS** in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.  
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.  
**TRIAL ORDER SOLICITED.**  
Hongkong, 1st February, 1906.

## Intimations.

**THE POPULAR**  
**SCOTCH**  
**IS**  
**"BLACK & WHITE"**



**JAMES BUCHANAN & CO.**  
SCOTCH WHISKY DISTILLERS.  
By Appointment to  
**H. M. THE KING**  
and  
**HRH the PRINCE OF WALES**

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

**TUBORG BEER.**

**A FIRST CLASS PILSENER BEER** guaranteed free from Salicylic Acid, and any other Chemicals.  
Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

**SIEMSEN & CO.**  
Hongkong, 20th January, 1905.

**THE WINE GROWERS**  
**SUPPLY CO.**



**BARRETTO & Co.,**

General Agents, Hongkong.

**CLARETS.**

St. George..... \$4.00 Per Dozen Quarts.

Cru-Wynbrun..... 4.50 " "

Cotes..... 5.00 " "

Montferrand..... 5.50 " "

Medoc..... 6.00 " "

St. Emilion..... 6.00 " "

St. Estephe..... 6.50 " "

St. Julien..... 7.50 " "

St. Estephe Superior..... 9.00 " "

Chateau Margaux..... 9.00 " "

Chateau Leoville..... 9.00 " "

Chateau Lafite..... 10.00 " "

Chateau Larose..... 10.50 " "

**BARRETTO & Co.,**  
Agents,  
Nos. 22 & 24, Bank Building,  
Queen's Road Central.

Hongkong, 11th July, 1906.



## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS,  
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

## DEVONSHIRE CIDER.

We have just received  
a shipment of APPLE  
BRAND CIDER bottled  
by Messrs. ROBERT POR-  
TER AND COMPANY, Pro-  
prietors of the famous  
BULL DOG BRANDS  
of STOUT and ALE.

It is highly recom-  
mended by many medi-  
cal men on account of its  
beneficial action in cer-  
tain ailments particular-  
ly in complaints of a  
gouty origin or tendency.  
Either by itself or mixed  
with SODA or GINGER  
BEER it makes a most  
wholesome, palatable  
and refreshing summer  
beverage.

Per Case of 8 Doz.

Pints - \$30.00  
Per Doz. - 4.00

Hongkong, 5th July, 1906.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST.

BUT

THE BEST!

CASH LESS 10%.

CREDIT LESS 5%.

GREGOR & Co.

19, QUEEN'S ROAD CENTRAL.

Hongkong, 28th June, 1906.

## NOTICE.

Communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road,  
and should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.  
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additional \$1.50 per quarter is charged for postage.  
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world is 30 cents per quarter.  
Single Copies. Daily, ten cents; Weekly, twenty  
five cents.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 17, 1906.

THE HARBOUR MASTER AND  
HIS STAFF.

Nothing which affects the interests of the  
shipping community of Hongkong can pass  
unnoticed by the Colony at large, for the  
prosperity of the shipping industry implies to  
a very great extent the advancement of the  
Colony. The ceremony which took place  
yesterday, when His Excellency Sir Matthew  
Nathan formally opened the new Harbour  
Office, is therefore invested with special  
interest to all who are concerned with the  
material progress of Hongkong. It had long  
been apparent to those who had given the  
matter a thought that the old offices were  
utterly inadequate for the requirements of  
the Department, and were also derogatory to  
a port which can boast of dealing with the  
greatest amount of tonnage in the world.  
Indeed, the fact that the Harbour Authorities  
conducted the immense business of the port  
under such restricted and hampering con-  
ditions speaks volumes for the capacity of  
the Harbour Master and the able co-operation  
of his assistants. The saying that a good  
workman does not complain of his tools  
contains a patent fallacy, for it is beyond  
question that only under the best conditions  
can the best work be accomplished. The  
old offices were dingy, cramped and un-  
suitable; they were a standing reflection  
on the niggardliness of the Colony,  
especially when it was taken into considera-  
tion that minor departments were housed in  
palatial buildings, with every modern con-  
venience at hand and every facility provided  
for the quick despatch of business. Not-  
withstanding all drawbacks, have occupied  
the post now so worthily held by the Hon.  
Captain Barnes-Lawrence, and the staff  
succeeded in dealing with the multifarious  
duties of the Department in a manner which  
secured complete approval of those who had  
business with the shipping office. There may  
have been occasional hitches—that must have  
been practically inevitable; but they did not  
come to the notice of the general body of  
shipping men, and certainly were unknown  
to the public of Hongkong. The new build-  
ing is by no means a pretentious structure,  
but doubtless it will suffice; at least it is a  
vast improvement on the old offices. One  
of the features of the Harbour Master's in-  
troductory address at the opening ceremony,  
yesterday, was the evidence it afforded of the  
unity of interests which exists between the  
head of the Department and the staff.  
So seldom is it that the chief of a Govern-  
ment office recognises the valuable assist-  
ance rendered by tried and capable assist-  
ants, that the speech delivered by Captain  
Barnes-Lawrence becomes all the more note-  
worthy. The generosity of the Harbour  
Master in this respect is only equalled by his  
modesty in matters concerning his personal  
work towards the development of the port.  
Captain Barnes-Lawrence stated that when  
the present Governor arrived in the Colony,  
"the life blood of the harbour office was  
gradually ebbing away. The older officials  
were being pensioned off and there was  
difficulty in getting men to come forward to  
enlist in the services of the harbour office on  
account of the stagnation in promotion and  
the difficulties in connection with salaries."  
Accordingly, an investigation was made, and  
a new system of promoting and rewarding  
old and proved officials was brought into  
force, with the result that the Harbour  
Master could declare, with some pride, that  
the services of two officials who had 34  
and 36 years' record, respectively, at their  
credit had been retained to the advantage  
of the Department and the bene-  
fit of the shipping community. There  
can be no doubt regarding the wisdom  
of retaining in harness men of long ex-  
perience and wide local knowledge. Har-  
bour Masters come and go, here to-day and  
at the ends of the earth to-morrow. No  
matter how energetic, self-sacrificing and  
gifted the head of a department may be, he  
cannot fail to have recourse to his assistants,  
who have spent long years in the service,  
for advice and suggestions. To particularise,  
Mr. Botelho, the chief clerk, has become ac-  
quainted with the endless forms and methods  
of the Harbour Office, after an experi-

ence of over 30 years such as no Harbour  
Master could acquire during the period of  
his command. He is brimful of precedents  
and processes; the routine of the Depart-  
ment is at the ends of his fingers; he is a  
living encyclopaedia of local nautical affairs  
from the official standpoint. With equal  
truth our remarks apply to Mr. A. P.  
Guterres, deputy superintendent, Mercan-  
tile Marine Office. In these circumstances,  
it is a wise Government which seeks,  
by a judicious system of reward for  
faithful work done, to retain the ser-  
vices of such worthy officials on the  
staff. Without the assistance which such  
officials can afford, the chief of a dis-  
advantage in the conduct of his office, and,  
what is more, the lengthened period of active  
duty gives force and authority to the advice  
rendered by such officials. The services  
of the chief clerk of the Harbour Office must,  
therefore, be invaluable to the Department,  
and his knowledge must greatly facilitate the  
business of the office, and in no small mea-  
sure relieve the Harbour Master of most onerous  
work, which he would otherwise be  
compelled to supervise personally or delegate  
to incompetent or at least inexperienced  
hands. It is gratifying to note that the Gov-  
ernment recognises this fact, but it is still  
more gratifying to observe that a high official  
does not hesitate to express his appreciation  
of the assistance rendered by the principal  
members of his staff. Captain Barnes-  
Lawrence, in this respect, has set an example,  
which should be a light and a beacon to  
other departmental heads, for it is manifestly  
obvious that a public recognition of the con-  
scientious labourer will conduce to increased  
efforts on the part of the individual members  
of the staff—the subordinates who are too  
often hidden away in cellar-like seclusion  
when praise is abroad—to secure the effi-  
ciency of the department with which they  
are connected. Probably the secret of the  
smooth working of the Harbour  
Office lies in the appreciative attitude of  
Captain Barnes-Lawrence towards his juniors.  
It is so seldom that the suggestion of a com-  
plaint is heard against the Harbour Office  
that when one does arise it is seized on with  
avidity. Captain Barnes-Lawrence has had  
a long and varied experience in official  
spheres. He has seen active service in every  
part of the world, occupied a position in the  
Naval Intelligence Department, and before  
coming to Hongkong was Captain of the Port  
of Gibraltar. His wide range of duties ad-  
mirably fitted him to deal with the manifold  
nationalities are perpetually in a state of  
armed neutrality. He has secured the esteem  
and confidence of shippers and seafaring  
men by reason of his absolute fairness and  
the high principles which guide his conduct  
in departmental work as well as in private  
life. Hongkong became the premier port in  
the world since Captain Barnes-Lawrence  
took command of the Harbour Office, and  
it is certain that every effort will be made by  
him and his staff to maintain that position,  
in which they will be greatly helped by the  
acquisition of their new and more com-  
modious offices which were opened under  
such agreeable and felicitous conditions.

## BANGKOK APPEALS.

THE NEW ORDER IN COUNCIL.

In connection with the new Order in Council  
to which we referred in our editorial columns  
the other day, the *Bangkok Times* in a leading  
article says: "In view of the opinions expressed  
by the doyen of the local Bar in an interview  
on the subject of the new British Order in  
Council, it is of interest to find in a Hongkong  
paper just to hand an article on one of the chief  
points of interest in this new Order. In regard  
to appeals from the British Judge, the practice  
in Bangkok is, under the Order in Council  
1906, assimilated to the practice in Hongkong  
and Shanghai. On the face of it, to compel a  
Judge to sit on appeal and revise his own judg-  
ments is an unsatisfactory procedure. But we  
had never before seen any expression of dis-  
satisfaction with the system, in the Hongkong  
or Shanghai Press; and it seemed reasonable  
to conclude that in practice the system did give  
general satisfaction. The *Hongkong Telegraph*,  
however, submits that this system as it obtains  
in Hongkong is "entirely unsatisfactory to all  
concerned." Moreover, compared with Bang-  
kok, Hongkong is a big community, and as a  
rule there can be no tendency there for a Judge  
to be affected by local conditions, while that  
must be more difficult to secure in Bangkok.  
The British community here will have, however,  
to make the best of it, and it will be interesting  
to see how the new method works out in  
practice.

## UNREST IN KIANGSI PROVINCE.

The Shanghai mandarin has received tele-  
graphic news from Nanchang that an in-  
surrection has broken out in the district of  
Heinchiang, Juichow prefecture, in Kiangsi,  
and that Mr. Hu Wei-hsien, the district magis-  
trate of that city, assisted by a battalion of  
troops under Lieutenant-Colonel Chen Chia-  
tang, is engaged in restoring order. The  
district magistrate, Mr. Hu Wei-hsien, is a  
younger brother of H. E. Hu Wei-tai, the  
present Chinese Minister at St. Petersburg, and  
speaks and writes English quite fairly. Another  
telegraphic dispatch, dated from Chianfu,  
a prefectural city of the same province, reports  
an uprising amongst the inhabitants there,  
due to the harsh behaviour of the col-  
lectors of the rice tax, which had been in  
progress for the past two years.—*N. C. D. News.*

## LOCAL AND GENERAL.

JAPAN is making extensive purchases of flour  
to supply the shortage in the rice crop.

In a *Gazette Extraordinary* issued this after-  
noon the Governor has proclaimed Manila a  
port at which an infectious or contagious  
disease prevails.

RETURN of visitors to the City Hall Library  
and Museum for the week ending the 15th  
July, 1906:—Library, non-Chinese 258; Chinese  
151. Total 419. Museum, non-Chinese 184;  
Chinese 2,579. Total 2,763.

FOR snatching a jacket from a passenger on  
board the s.s. *Hankow* early this morning, a  
coolie was this morning sentenced by Mr.  
H. H. J. Gompertz to fourteen days' hard  
labour and six hours' stocks.

THE coxswain of the steam launch *Hut Chu*  
came before the Police Court again to-day.  
On this occasion he was charged with carrying  
sixteen passengers in excess, on the 11th  
instant. A fine of \$30 was imposed.

MR. A. M. Currie has arrived from Tientsin  
to take up the duties of shipping manager of the  
Chinese Engineering and Mining Co., Ltd., at  
Shanghai. Tientsin papers to hand state that  
Mr. Currie had a most cordial send-off and is  
followed South by many good wishes.

LAU U, an unemployed engineer, residing at  
No. 34, Star Street, Wanchai, was sentenced by  
Mr. H. H. J. Gompertz to six weeks' hard  
labour and six hours' stocks this morning for  
breaking open the trunk of another engineer  
and stealing \$15 worth of clothing, yesterday.

ON page 7 of this issue we repro-  
duce the concluding portion of the report of the  
extraordinary meeting of the Weihaiwei Gold  
Mining Co., Ltd. An article by Mr. Howard  
Evans on the forthcoming International Con-  
ference on Disarmament is printed on page 3.

THE case in which a cargo-boat owner was  
charged with being in possession of two bags  
of unrefined sugar, valued at \$100, was con-  
tinued at the Police Court to-day, before Mr.  
Gompertz. The evidence was, in his Wor-  
ship's opinion, insufficient to convict, and the  
defendant was discharged.

THE great floating drydock *Dewey*, towed by  
the tugs *Glacier*, *Cesar*, and *Brutus*, entered  
Subby Bay at daylight on the 16th inst. The  
tug *Glacier* was in the lead. The *Dewey*  
was towed to a position in front of the town  
of Olongapo. On the following day she  
was towed to her anchorage in the inner har-  
bour, and will lie not far from shore. The  
drydock is in excellent condition, and is hope  
the worse for her long and hazardous trip.

THE C. M. S. *Kiangyung*, which arrived at  
Shanghai from River ports on 9th inst., reports:  
At 3 a.m. on the 5th instant, when off *Leigui*,  
sighted a capsized sampan. Stopped and hoisted  
life-buoys, but missed. Launched a boat and  
rescued a man, a woman, and a child, and  
carried them to Hongkong. Their story was  
that their junk capsized, when on a journey  
from Wong-shih-kong to Kueikung with a cargo  
of opium. A boy, aged six years, was drowned.

MR. J. H. Kemp, who has been on leave in  
England, during which he was called to the  
Bar, returned to-day to the Colony, by the Im-  
perial German Mail s.s. *Prinz Regent Luitpold*.  
He relieves Mr. J. W. Lee-Jones, as Deputy  
Registrar at the Supreme Court, who, after  
13 years of arduous labour in that position, is  
going on three months' well-earned leave,  
which he will spend in Japan, in the salubrious  
climate of which we trust he will, while spend-  
ing a pleasant holiday, recuperate his health.  
This will be a welcome change for him, as he  
at the same time, speed the parting "guest."

ANOTHER Chinese Volunteer Corps, the  
*W. D. News* understands, is being organised  
and drilled in the Chinese suburbs. The  
organisation is the same as the one which  
palled the streets of the Settlement on Sun-  
day, and the members are all connected with  
trade and belong to Chinese mercantile  
houses and shops in the Chinese suburbs, of  
Shanghai. When the two corps have  
been drilled to a certain degree of perfection  
this is to be, we learn, a grand parade, and  
it will be joint drills of the two volunteer  
corps. Where and when these are to take  
place is at present uncertain.

MR. H. P. E. Parker, of the 129th Baluchis,  
predeceased against two Indians, before Mr. H.  
Gompertz, at the Magistracy this morn-  
ing, absented themselves from complain-  
ance, without leave, on Monday. Com-  
plaint said that one of the defendants was his  
sythe the other was also a syce, but in the ser-  
vice of a brother-officer who was on leave, and  
plaintiff had charge of the other's horse, the  
second syce was also employed by him. The  
defendants were at work on Sunday night  
when on Monday morning and were not  
checked until last night. Complainant paid  
damages a wage of \$12 each per month, and  
believed they obtained a better job at some  
factory. His Worship fined each de-  
fendant \$10.

Some time past a number of petty lar-  
cens have been going on at "Beaconsfield  
Ae," but the thief could not be detected.  
Accident in that block have suffered more  
others at the hand of the thief. Two  
picture frames containing post-cards, and  
were left outside the door, mysteriously  
disappeared some time ago and since then a con-  
stant watch has been kept, with the result that  
the thief was arrested on Monday night trying  
to carry away another picture frame of post-  
cards. This man—To Yau—was alleged to  
be one of the other frames. On being placed  
before Mr. F. A. Hazeland, at the Magistracy,  
charged by Messrs. Sayce and Company, he  
was sentenced to six weeks' hard  
labour and six hours' stocks.

THE majority of the schools in this Colony  
are now enjoying one month's "midsummer  
holidays," and the children are revelling in this  
recognized period of *dolce far niente*.

THE coxswain of the steam launch *Bismarck*  
was summoned by the Water Police this  
morning, for dumping rubbish into the harbour  
on the 11th instant. A fine of \$10 was im-  
posed.

OUR correspondent at Canton states that  
\$64,000 has been paid to the treasurer of the  
American Presbyterian Mission at Canton, by  
the Chinese authorities, towards the Lien-chau  
indemnity claim.

THE Chief Justice's staircase at the Supreme  
Court is "closed for repairs"; it has been found  
to be riddled by swarms of white ants, and  
coolies are now strenuously occupied in pulling  
the whole staircase to pieces to eradicate the  
dangerous pests. It is feared that white ants  
may be found in other parts of the building  
wherein there is a considerable amount of  
woodwork for them to operate upon.

AUTHORITY, says the *Manila Cable News*, has  
been received by the division quartermaster  
from the war department, to advertise for bids  
for repairs on the transport *McClellan*. An  
examination of the machinery found it to be  
in very bad shape. A definite estimate of the  
repairs needed will be reported upon and it is  
expected that advertisements for the bids will  
be placed in a few days. Experts who have  
examined the machinery of the *McClellan*  
claim that it will be necessary to equip the  
boat with new furnaces. This feature of the  
repairs alone will amount to the neighbour-  
hood of \$65,000. It is hardly probable that  
the vessel can be repaired in Manila and in  
that case the transport will have to be sent to  
Hongkong.

REFERRING to the award made by the Arbi-  
tration Board appointed in connection with  
expropriation of Tanjong Pagar Docks, the  
*Strait Times* says:—The award, \$27,929,177,  
is about a third of the amount claimed by the  
Dock Company's shareholders; it may or may  
not include the price paid for the surplus lands,  
but certainly does not include the dividend for  
the half-year ended the 30th of June, 1905,  
which was large, and for which the Govern-  
ment declined to hold themselves liable to  
that extent. The question was referred to a  
separate arbitration. Well, are the shareholders  
satisfied? We think the Government are by  
no means satisfied with their bargain; and  
would be glad to have got quit of it. However,  
there is the award, and the matter is settled.

THE Chinese opium smuggler is nothing if  
not resourceful; observes the *Bangkok Times*.  
There came from Hongkong to Bangkok, by the  
s.s. *Loonah* the other day, a Chinaman whose  
principal luggage consisted of a signboard of  
portentous size and weight. Never before was  
such a signboard brought to Bangkok. The  
signboard was about 10 feet long and 4 feet  
wide, and was made of a small hole in it, and  
this led them to obtain other tools, with the  
result that it was found not to be of solid wood,  
but of thin boards back and front, cunningly  
joined to a square frame. The interior was  
hollow, and filled with flat tins all containing  
opium. The owner of the sign was then  
arrested.

WE are courteously informed by the local  
agent of the Pacific Mail S.S. Company that  
the s.s. *Korea* was nine days late in leaving  
San Francisco, the delay in leaving being due  
to the strike. Leaving San Francisco on June  
20th at 2.30 p.m. she made the run to this port  
via Honolulu, Yokohama, Kobe, Nagasaki,  
and Shanghai, arriving here on Sunday at  
7.15 p.m., being thus, but one day behind her  
scheduled time for arriving. She made the trip  
in exactly 24 days, 9 hours and 59 minutes,  
but of this 4 days, 5 hours and 15 minutes  
were spent in the ports mentioned en route, so  
that her actual steaming was 20 days, 4 hours,  
and 44 minutes; an average of 16 knots an  
hour being kept up throughout the entire dis-  
tance across the Pacific. This is a remarkable  
record, and with such a record before them, the  
Pacific Mail S.S. Company need have nothing  
to fear from strikes and strike delays in future.

## LAND COURT APPEAL.

In Appellate Jurisdiction this morning,  
before the Full Bench, consisting of their  
Honours Sir Francis Pigott, Chief Justice,  
and Mr. A. G. Wise, Puisne Judge, the appeal  
heard in the matter of the claim of To King to  
land in the New Territory, known as claim S.  
Survey District No. 2, and in the matter of the  
New Territories Land Court Ordinance, 1900  
to 1904.

Hon. Sir Henry Berkeley, K.C., Attorney  
General, instructed by Mr. F. H. L. Bowley, of  
Messrs. Denny and Bowley, Crown Solicitors,  
appeared for the Crown Appellant, To King  
not being present either in person or by re-  
presentation. The Honourable the Attorney  
General said this was an application for leave  
to appeal on behalf of the Crown against the  
decision and award of the Land Court in the  
matter of To King's claim. The respondent  
was not present, and probably would not come.

The Puisne Judge: Oh! we'll never see him.  
After quoting the law on the subject the  
Hon. the Attorney General asked that his appli-  
cation be granted, and the order was given  
accordingly.

The Full Court then adjourned.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
First Assistant of the Hongkong Observatory:—  
On the 17th at 11.55 a.m. The barometer has  
risen in Japan, and fallen over China, Formosa  
and the Philippines.  
The depression in the Pacific to the NE. of  
Luzon is still indicated.  
An area of high pressure lies to the E. of  
Japan.  
Moderate E. winds are indicated in the For-  
mosa Channel, and moderate variable winds  
over the N. part of the China Sea.  
Forecast:—Light variable winds; fair.

## E L E G R A M.

"HONGKONG TELEGRAPH"  
SERVICE.

## NEW JAPANESE WARSHIPS.

ARRIVAL AT SINGAPORE.

[From Our Own Correspondent.]

Singapore, 17th July,

2.55 p.m.

The new Japanese warships *Ka-  
shima* and *Katore* have been sighted  
and are expected to arrive here in  
the course of the day.

## JULY CRIMINAL SESSIONS.

THE CALENDAR.

A notification has been issued from the  
office of the Registrar of the Supreme Court,  
informing gentlemen who have been summoned  
to attend for service on the jury at the Criminal  
Sessions to-morrow (Wednesday), that they will  
not be required to attend until Thursday, the  
19th inst., at 10 a.m.

## SINGAPORE DOCKS AWARD.

SHAREHOLDERS SATISFIED.

From the *Singapore Free Press*, of 7th  
inst., we clip the following:—A telegram  
was received in Singapore this morning  
by the Honourable H. Fort stating that  
the arbitrators had fixed the price of the  
Tanjong Pagar award at \$27,929,177. The  
price to be paid to the London Consulting  
Committee for retiring them and doing away  
with their London office is £6,919, extras  
\$48,937.

On the shareholders learning these figures  
general satisfaction was expressed.  
Mr. Fort in a short interview remarked that  
the award worked out excellently for the share-  
holders, but not particularly well for the  
Government; but added that considering the  
matter from the point of view of what the  
shareholders had originally asked, and thought  
they might get, the figure was not so satisfac-  
tory for them.

This works out at \$755 per share.  
The following telegram has been received  
from the Secretary of State for the Colonies,  
and is forwarded to us by courtesy of the  
Colonial Secretary:—

The following is the Umpire's Award:—

A. \$27,929,177—For Company's Under-  
taking.  
B. \$351,354.31 cents—For land for Rail-  
way Extension to Docks; see Sched-  
ule D of Report of Tomlinson and  
Maclaren.  
C. £220,100—For Annuity to Fraser.  
D. £6,912,455—For compensation to Lon-  
don Committee.  
E. \$18,937—For cost of Reinvestment.  
F. \$37,963—For cost of liquidation.  
(Sd.) E. G. H.

The announcement we are enabled to make  
to-day writes "finis" for all practical purposes  
to the history of one of the most interesting,  
we had almost said romantic, enterprises, Singa-  
pore has ever seen. To write a history of  
Tanjong Pagar Docks would mean writing the  
story of the progress and characteristics of Singa-  
pore for not far short of half a century, and  
the detailing of the careers of half the men  
who in those near, yet far off, days were the  
merchant princes of their time, and the  
founders of much of our trade. The Tanjong  
Pagar docks scheme was evolved in the days  
of old Jan Kumpun, but six short years after  
the Indian Mutiny, when Singapore held many  
an expatriated Sepoy, and six years before the  
opening of the Suez Canal was to bring to the  
East the first ripples of that flood of commerce  
which has since lapped the coast line from  
Bombay to Nagasaki and far away Vladivostok.  
In those days Colonel Collyer had ideas of  
a deep water pier running out far enough to  
give seventeen feet depth to boats berthing  
alongside, and it is this notion which is said to  
have inspired a number of merchants in 1863  
to start a docking business. It would be be-  
yond the scope of these remarks to refer at  
length to the dock fiasco at Palo Brani or the  
old Hon Accord basin, so it suffices to say that  
in the year there was issued a prospectus of a  
company whose capital was to be one hundred  
and twenty thousand of the dollar, which then  
soared in the region of four shillings, and the  
be of some interest to give the names of these  
early believers in the port, since no single one  
of them is here to-day. They were Scott,  
Cramer, Davidson, Gillilan, Harrison, Tan  
Kim Ching, Lalla, and Wilson. Three years  
have barely passed when we find the capital  
increased to six hundred thousand  
dollars, and the subsequent additions to the  
company's resources will be within the knowl-  
edge of all who have followed the more recent  
movements of the Company.

Of the many notable events which happened  
during the life of the company we mention only  
two, the great fire which in 1877 caused much  
anxiety as to the fate of the buildings, and the  
acquisition of the New Harbour property for  
a million dollars in the early 'nineties.  
Twenty years ago the shares were quoted at  
\$169, ten years later at \$335. In 1899 the  
Company had a practical monopoly of all dock-  
ing facilities, but in 1901 shares were obtainable  
at \$295, after having been halved in nominal  
value. They opened in 1904, which was to be  
a very fateful year, at \$300, sank in March to  
\$250, and after the resignation of Mr. Anderson  
and his famous indictment of the company and  
its methods, went down to \$240. This was  
about low water for them, though they stood in  
the second week of December, 1904, at \$232.  
Then came a rise and the figure went rapidly  
from \$240 to \$300 in a week, and then to \$375  
in the first few days of 1905. In February,  
however, the scheme of the Colonial Secretary  
for the improvements to be effected, was  
published, and shares fell to \$340, perhaps in  
consequence, though it may be noted that the  
announcement in December, 1904, that Govern-  
ment intended to expropriate, was probably the  
cause of the rise from \$300 to \$375. Prices  
hung about the \$340 mark during the early part  
of year, but when the expropriation bill passed  
its second reading in Council, the figure rose to  
\$380, went back ten, and then steadily rose till  
in September it stood at the figure \$500. In  
October, a week before the Arbitration opened  
the price fell to \$470, some weak-kneed ones  
evidently getting a little fearful, but it was soon  
run up again, and has with temporary depres-  
sion remained at the highest figure.  
After the meeting at which the accounts were  
called in question, there was a tendency to drop  
and the shares went down to \$470, buyers, but  
the market soon recovered tone, and those who  
held out at \$500 are now in a position to thank  
themselves for their speculative instincts.



## TELEGRAMS.

[Reuter's.]

## Eton and Harrow.

LONDON, 15th July.

Eton won the cricket match by four wickets.

## The Russian Duma.

The Duma has decided to send six Deputies to an inter-Parliamentary conference in London.

## Canada and Japan.

The treaty between Canada and Japan has been ratified.  
The treaty gives material trade advantages to Canada.

## Russia.

Drunken peasants are terribly devastating the province of Veronezh: burning chateaux, killing cattle, and destroying the crops.  
The landowners are fleeing.

[N. C. D. News]

## Precautions at Seoul.

Tokio, 17th July.

Tickets of admission to the palace at Seoul are to be issuable only through the Japanese police advisory staff.

## The Opening of Manchuria.

Tokio, 17th July.

The *Japan Gazette* says that the Shanghai petition to the Diplomatic Body in regard to the opening of Manchuria is unsatisfied.

## The Revolutionary Movement in Russia.

Tokio, 17th July.

The whole garrison at Tarnopol (U) has mutinied. Many officers were killed.

## Riots in Brazil.

Tokio, 17th July.

A sensation has been caused in America in connection with the bloody riots at the Cananea mine during June. It has transpired that these were due to the instigation of Wall Street operators attempting to 'beat' the copper stock.

## An Accident on the Korean Frontier.

Tokio, 17th July.

An engineering officer and men engaged in bridging the Tumen river were swept away by a torrent together with their bridge.

## THE CALDWAY HAY BLAZE.

PETROLEUM COMPANY SUMMONED.

At the Magistrate's this morning, before Mr. A. Hazledorn, Messrs. Meyer and Company were summoned by the Police for discharging oil into the harbour, which was responsible for the recent fire in which a couple of sampans were destroyed.

Inspector Gourlay prosecuted for the police, and Mr. H. W. Lohr, of Messrs. Deacon, Looker and Deacon, appeared for the defendant firm.

On the charge being read Mr. Lohr pleaded guilty to it, adding that he was informed that it was necessary to have a quantity of water at the bottom of each tank. This water was drained off annually when the tanks got low, and this draining process has been going on for the last twelve or fourteen years, and without accident. On the last occasion, however, owing to the direction of the wind, and one or two other causes, the oil got driven towards some sampans which were breasting. In consequence of that some slight damage was done to the boats, but the damage would be compensated for. Messrs. Meyer and Company were at present taking precautions that no oil got into the harbour in the future.

Inspector Gourlay said that carelessness was mainly the cause of the fire, owing to the manager of the Petroleum works not watching the coolies while they were at work. Four inches of water was put into the tanks, and this underwent a survey once a year. Replying to a question from the Court, the inspector said he had visited the oil works since the blaze. There he learnt that the defendants were going to run a pipe out into deep water. Referring to the water which was drained just before the fire, Inspector Gourlay went on to say that it was well mixed with oil, for oil, about one inch thick, was floating in the harbour when he arrived at the scene of the fire. This was the first time that such a thing had happened at the oil works, and the speaker was understood to have said that the acting manager was not well acquainted with the work.

His Worship imposed a penalty of \$10, remarking that under the circumstances it would meet the case.

## SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Tartar*) 19th inst.  
American (*Coptic*) 23rd inst.  
French (*Ernest Simons*) 23rd inst.  
Indian (*Kutang*) 24th inst.  
Canadian (*Empress of China*) 24th inst.  
American (*America Maru*) 27th inst.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Attila* left Singapore on the evening of the 14th inst., and is due here on 19th inst.  
The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Teucer* left Shanghai on the morning of the 15th inst., and is due here on 18th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Nagasaki at 8 a.m., on 16th inst., and leaves again at 4 p.m., Tuesday, for Kobe, where she is due to arrive at 7 p.m., on 17th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Yokohama at 11 a.m., on 16th inst., and left again at 3 p.m., same day, for Kobe, where she is due to arrive at 3 p.m., on 17th inst.

## THE "SAINAM" PIRACY.

MOTIVE OF THE CRIME.

PIRATES WHOSE MISSION FAILED.

By far the most interesting development of the *Sainam* piracy is contained in the statement which a Canton correspondent makes to-day, to the effect that the pirates were not after money as has been suggested, but were seeking to obtain possession of a large quantity of arms and ammunition which was being sent by the Chinese Government, per the *Sainam*, to be distributed to Government troops in the interior. According to the writer, the information of the pirates that arms and ammunition were to be put aboard was perfectly correct. How they obtained it is a mystery but their informants were certainly trustworthy agents. The point to be cleared up is whether the arms and ammunition were actually on board. Our correspondent says they were, and that the pirates got what they wanted. Naturally, it is very difficult to get information on the point, either corroborative of the story or the contrary. It is beyond doubt, however, that if the shipment was not actually made, the Chinese authorities had the intention of dispatching such warlike material into the interior for the purpose, we are led to understand, of suppressing the activity of certain malcontents.

A PIRACY FRUSTRATED.

An exceedingly interesting narrative has leaked out as the result of the *Sainam* affair. About a month ago, the commander of the steamer *Sainam*—Captain Black—which is engaged in the same trade, had a curious experience. The commander of the vessel in going his rounds had his suspicions aroused by the disreputable appearance to two evil-looking, blackguardly Chinamen. He made inquiries and found that they had come on board without any luggage whatsoever, and without passage tickets. The perspicacious commander called the Indian guards, who promptly led the men into the presence of Captain Black. They were cross-examined to no purpose. Then they were searched, when it was found that each was armed with a loaded revolver. They were at once put in irons, locked up in a cabin, and an armed sentry was placed outside in order to frustrate any attempt to escape. On arriving at Samshui the discovery was reported to the Customs officials at that port, and the men were handed into the custody of the Customs authorities. Inquiries were instituted and the prisoners advanced the excuse for being armed that they were soldiers of the provincial authorities. Although their unclean and unkempt aspect belied the truth of the assertion they had to be discharged for want of definite evidence to the contrary. It is still believed by Captain Black, however, that these men were members of a pirate gang, who were only waiting their opportunity to raid the steamer, and would have done so had it not been for the astuteness and quick-witted instincts of the commander. In shipping circles from which we have gathered the above absolutely authentic information the matter has been warmly discussed, and many are of the clear opinion that these two men were members of the gang which was responsible for the outrage on the *Sainam* the other day, and helped to plan the dastardly attack which resulted in the death of Dr. Macdonald.

ATTITUDE OF THE GOVERNMENT.

Comment is being freely made on the lukewarmness of the Hongkong Government over the *Sainam* affair. Shipping people hold that the Government should take action, but on the other hand it is pointed out that the *Sainam* showed negligence in failing to have a proper equipment of arms and ammunition to meet such an attack. The real remedy seems to lie with the owners of the *Sainam* and those who suffered at the hands of the pirates. It is for them to move the local Government to take action, and we hope that such representations will be made by those concerned as may enable the Government to recognise the affair officially.

IF IT HAD HAPPENED IN TSINGTAU.

If such a thing had happened in Tsingtau, remarked one shipmaster to-day, the pirates would have been captured on the very day the outrage occurred. In illustration of this idea, the shipmaster related how a case of house-breaking occurred in the German Colony and within a few minutes the perpetrator was in the hands of the police and punishment meted out to him very shortly afterwards. "It seems to me," said the same gentleman, "the Hongkong authorities are far too mild in dealing with malefactors from South China."

INDIAN GUARDS IN AGONY.

Although there was nothing in the outward appearance of the three Indian guards who landed yesterday in Hongkong to suggest that they were greatly suffering from the effects of the struggle with the pirates on the *Sainam*, it appears that they have been very badly injured indeed. One of the men had his nose blown off; another had his jaw smashed by bullets; while the third man was shot twice in the stomach. In the case of the latter, none of the bullets has yet been extracted. The man lies in a most critical

condition, and it is feared that he will eventually succumb to his injuries. All the men suffered agonies in the Hospital last night. They kept crying out in the intensity of their pain, although every attention was paid them by the nurses and doctors. This is all the more astonishing when it is recalled that yesterday afternoon the Indians, as they squatted on the upper deck of the *Hankow*, were absolutely quiescent, and one of them was even able to smile when questioned as to his injuries. But perhaps it was the reaction that set in last night, after the excitement of the previous three days.

THE VICTIMS IN HOSPITAL.

Inquiries were made at the Government Civil Hospital to-day regarding the condition of those who were wounded in the *Sainam* piracy. We were courteously informed that all the victims are getting on as favourably as could be expected. Captain Joslin was sitting out on the verandah this afternoon, enjoying a rest after the exciting experience he had last Friday. He is well on the way towards recovery, a fact that may in great measure be due to his stalwart frame and healthy condition, combined with his optimistic and cheery disposition. The Indians were stated to be in the same condition as they were on arrival yesterday afternoon. It was hardly to be expected, however, that there would be much change in them in the short space of 24 hours.

## "BRITAIN'S MISTRESS OF THE SEA?"

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—Since the publication of the sensational news concerning the *Sainam* piracy case, hundreds of Britishers have felt inclined to put a question after Britain's hard-earned title: "Mistress of the Sea," and, furthermore, are asking themselves the question: "Is the British Lion's tail no longer sensitive?" In the light of recent events one can hardly blame them for thus taking leave of their senses, neither can one laugh ironically at the man who vehemently declares that if the authorities would but lend him the *Mothers* for a few hours, he'd darned soon give the pirates their gruel! It is by no means pleasing to think that at a time when prompt action is absolutely necessary, those who should be up and doing their duty are tied hand and foot with coils of red tape, and are commanded to hold their souls in patience until a Mandarin of low degree is superseded by another with a more valuable handle to his name. Such shilly-shally business is warranted to exasperate an angel, and tempts the sober-minded journalist to dip their pens in vitriol. The British Admirals who patrolled the coast of Southern China thirty or forty years ago were not accustomed to hang upon the word of a Mandarin; on the other hand, they hustled and hustled inspired the piratical bands with a wholesome dread of the "Foreign Devil," with the result that, in a short space of time, Cantonese pirates and others of that ilk took to oyster culture in preference to a trade which had suddenly grown distinctly precarious. Britons would live to see the living images of such strenuous naval men in command of the China Seas to-day, but I very much fear they will have to whistle loud and long for them. Our naval officers and men of the present time are all brave fellows, ready to go anywhere and do anything to protect their kith and kin, but they cannot take the law into their own hands as former days. The fantastic code of official etiquette of the 19th century demands that the officer in command shall, before taking action in any matter whatsoever, await the advent of a gold-laced flunkey, who with a bit of pasteboard on a silver salver, shall present the same to the officer in command with the observation: "Sir, here are yer orders and here's me carid."

Now this kind of glove-hand policy makes Britain look ridiculous in the eyes of other nations, and converts the symbol of Britain's greatness, the lion rampant, into a sickly abortion with porcelain-filled teeth, rubber-clad claws, and a tail wrapped in cotton wool. To change all this, and who shall say a change is not needed? I respectfully suggest the installation of the Marconi system of telegraphy on board all steamers trading on the China coast. A competent official should be placed in charge with strict orders not to leave his post until the vessel reaches her destination. Should anything suspicious occur on board, or would-be pirates prove obstreperous, the official in question could immediately communicate with the nearest gunboat, and thus secure prompt and adequate relief. By establishing Marconi stations on land, and in the neighbourhood of those secluded coves and bays so much in favour with pirates, much may be done to bring about the abolition of piracy in Chinese waters. I do not know whether such a scheme is practical, but I give the idea for what it may be worth. If the authorities think it feasible, then let them hasten to put it to the test, and give trembling Britons, twelve months hence, a chance to exclaim with pride, when they hear the word "piracy" mentioned, "Thank God, we have changed all that!"—Yours faithfully,  
A PALE-FACED BRITON.  
Hongkong, 17th July, 1906.

## ARMS AND AMMUNITION

REPORTED CAPTURE BY THE PIRATES.

THE PROBABLE OBJECT OF THE ATTACK.

[From Our Own Correspondent.]

Canton, 16th July.  
From further information which has come to hand, it appears that the leaders of the gang of pirates who attacked the *Sainam* had been apprised of the fact, through some outside source, that the Chinese Government had shipped some 98,000 rounds of ammunition and a large number of rifles on that vessel.

It is believed that the object of the attack was mainly to secure possession of the rifles and ammunition. If that were the case, the pirates were entirely successful. The munitions of war were found and carried off, together with all the booty that could be stowed away in the five junks.

CHINESE LOSSES.

Two wealthy Chinamen who were travelling by the *Sainam* were robbed to the extent of \$2,500, one having \$1,500 stolen from him, while the other lost \$1,000.

THE INDIAN GUARDS.

Three of the Indian guards, who were badly wounded by the pirates in an effort to resist the attack are reported to be recovering rapidly. The plucky fellow who was the first to be assaulted and to whose assistance Captain Joslin and the Rev. Dr. Macdonald proceeded, has had several bullets extracted from his jaw and is now doing well. The other Indians only received slight body wounds.

BRITISH GUNBOAT'S DESTINATION.

His Majesty's river gunboat *Robin* has left for the scene of the outrage.

THE LATE DR. MACDONALD.

The remains of the late Dr. R. J. Macdonald were placed on board the steamer *Nansing*, of the Hongkong, Canton and Macao Steamship Company's line, in order that the body may be interred at Wuchow. The Rev. Pope, of Canton, and Dr. Harry Anderson, of Faishan, accompanied the remains to Wuchow.

ALLEGED BRIBERY.

SANITARY BOARD FOREMAN ON TRIAL.

Rahem Bux, Indian foreman, in the employ of the Sanitary Board, who is alleged to have obtained from a contractor, of 9, Upper Rutter Street, on divers dates, \$370.37 as bribes, was charged on remand, at the Police Court this afternoon, before Mr. F. A. Hazledorn.

Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, (Crown solicitors) prosecuted while Mr. C. F. Dixon, in the office of Mr. John Hastings, represented defendant. Chief Detective Inspector Hanson and Dr. Pearce, P.M.O.H., watched the case for their respective departments.

Mr. Bowley, in outlining the facts of the case, said that defendant was a servant employed by the Sanitary Board, as watchman on the Peak district, and his duties were to supervise the work of the conservancy and scavenging contractors. The defendant accepted bribes on thirty-two different occasions—the earliest date being on October 4th, 1905, and the latest on 8th July, 1906. Mr. Bowley said he would prove that on October 1st, 1905, a new sub-contractor—Im Sung, by name—was engaged by the conservancy contractor for conservancy work at the Peak. On that day the sub-contractor went and saw defendant at his quarters on the Peak. After they had a preliminary conversation defendant said: "So you have taken over the conservancy contract?" The contractor replied in the affirmative and defendant informed him that what ever contractor took the job, he (defendant) must be paid \$10 a month. The complainant demurred at first, but ultimately acquiesced, and from books, which would be produced, the Court would see that the \$10 was paid each month by instalments. Hearing that the Sanitary Commission now sitting had seized the books of several contractors, complainant became afraid that the payments to defendant would become known and so did not pay any more. Then the accused started to threaten him. Mr. Bowley went on to say that from the time—October last—that complainant took over the contract for the Peak work defendant never had him or his *folks* charged for neglecting to do their work satisfactorily, but on 5th July—when he found his money stopped—defendant had two of complainant's *folks* charged for depositing night soil in drains and they were convicted. The circumstances became known to the police and a trap was laid for the accused. On Sunday, 8th July, the "sawdust" was supplied with four 50 banknotes, the numbers of which had previously been recorded by the police. The contractor went down to wharf in Connaught Road Central—followed by a detective—and the defendant and the Chinaman were seen in conversation. At a given signal the detective arrested the defendant in charge, the latter was seen to take something out of his pocket and drop it in the street. It was the marked banknotes. The defendant was then taken to the Station.

## COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong Banks \$830, Unions \$810, Hongkong Fins \$124, China Fins \$88, H.K.C. & M. Steamboats \$27, Douglas's \$43, Kowloon Wharf \$10, Hongkong Wharfs \$15, 224, Hongkong Lands \$113, Humphreys \$11, China-Borneo \$74, China Provident \$9, Tramways \$215, Lee & Co. \$240, China Traders \$100, Union-China Trade Certificate \$191 sales and buyers.  
Sellers:—Canton Insurances \$340, China-Manila \$30, China Sugars \$150, Hongkong (Stocks) \$148, Hotels \$125, Cottons \$14, Electrics \$15, Ropes \$28, Wastons \$13.  
Nominal:—National Banks \$17, Shell Transport \$27, Ed. Kaubs \$32, Shanghai Dock \$15, 100, West Point \$52, Dairy Farms \$16, Cements \$28, China Light and Power \$10, Powells, \$14.  
Sales:—Indos \$70.

TO-DAY'S EXCHANGE.

London—Bank T.T. .... 2 1/2  
Do. demand ..... 2 1/2  
Do. 4 months sight ..... 2 1/2  
France—Bank T.T. .... 2 60  
America—Bank T.T. .... 2 60  
Germany—Bank T.T. .... 2 17  
India T.T. .... 158  
Do. demand ..... 154  
Bangkok—Bank T.T. .... 104 1/2  
Singapore T.T. .... 104 1/2  
Japan—Bank T.T. .... 104 1/2  
Yokohama—Bank T.T. .... 104 1/2  
Selling.  
4 months sight L/C ..... 2 1/2  
6 months sight L/C ..... 2 1/2  
30 days sight San Francisco & New York ..... 52  
30 days sight do. .... 52  
30 days sight Sydney and Melbourne ..... 72 1/2  
30 days sight France ..... 72 1/2  
6 months sight do. .... 72 1/2  
4 months sight Germany ..... 30 7/16  
Bank of England rate ..... 31 1/2  
Sovereigns ..... 9 3/8

BUYING.

Malwa New ..... 90/90  
Old ..... 90/100  
Older ..... 90/100  
Oldest ..... 90/100  
Paina New ..... 89 1/2  
Old ..... 89 1/2  
Benares New ..... 81 1/2  
Old ..... 81 1/2  
Porcelain (Paper) ..... —

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—  
Malwa New ..... 90/90  
Old ..... 90/100  
Older ..... 90/100  
Oldest ..... 90/100  
Paina New ..... 89 1/2  
Old ..... 89 1/2  
Benares New ..... 81 1/2  
Old ..... 81 1/2  
Porcelain (Paper) ..... —

## DEATH OF STOKER CONLAN.

IN THE NAVAL YARD.

Leading Stoker Conlan, of the Kowloon Torpedo Depot, died at 8.25 o'clock last night in the surgery, in the Naval Yard, from sunstroke.

From what we can gather it appeared that Conlan, who was at work on a torpedo-boat during the earlier part of yesterday morning, was later sent on duty in the Naval Yard. At 3.15 p.m., Conlan with other sailors were engaged in loading a cart with wire rope. After that deceased got between the shafts to pull the cart to the wharf when he was suddenly seen to fall. He was picked up unconscious and removed to the surgery, from where doctors were called. Two local medical practitioners, the *Tamara*'s doctors, and several orderlies attended to Conlan, but he never regained consciousness and died a few hours later.

It was also said that, owing to the amount of work that had to be done deceased had no time to return to Kowloon yesterday for tiffin and he went without any.

## Today's Advertisements.

NOTICE.

WANTED for the Land Survey Branch of the Public Works Department a LAND SURVEYOR with good qualifications. Engagement to be temporary and terminable at a month's notice. Salary £20 a month. Applications to be made to the Hon. Director of Public Works.

W. CHATHAM,  
Director of Public Works.  
Public Works Department,  
Hongkong, 17th July, 1906. [739]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Registrar, Supreme Court, to sell by PUBLIC AUCTION, TO-MORROW, (WEDNESDAY), the 18th July, 1906, at Noon, at Fray's Hotel, Wanchai, THE GOODS AND CHATTELS of the above-named Hotel.

TERMS—As usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 17th July, 1906. [740]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that GUSTAV BOEHM, of Offenbach-on-main, Germany, petitioner, has, on the 28th day of June, 1906, applied for the Registration in Hongkong in the Register of Trade Marks, of the following Trade Marks:—  
1. The head of a lady wearing flowers in her hair, and surrounded by a frame with a floral decoration.  
2. The head of a lady with a floral decoration surrounded by a fancy border.  
3. A tree surrounded by a garland and a wreath with the hong name of the applicant in Chinese characters (固本).  
In the name of GUSTAV BOEHM, who claims to be the sole proprietor thereof.  
The Trade Marks have been used by the applicant in respect of the following goods:—Perfumery, Toilet Soap and Powder in Class 48.  
Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hongkong.  
Dated the 16th day of July, 1906.  
DENNIS & BOWLEY,  
Solicitors for the Applicant.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE CHINA EXPORT IMPORT AND BANK CIE., of Victoria, Hongkong, and other places, Merchants, have on the 29th day of June, 1906, applied for the Registration in Hongkong in the Register of Trade Marks, of the following Trade Marks:—  
(1) The representation of a Minotaur and the word "Minotaur."  
(2) The word "Kasinat."  
In the name of THE CHINA EXPORT IMPORT AND BANK CIE., who claim to be the sole proprietors thereof.  
The Trade Mark is intended to be used by the applicants forthwith in respect of the following goods:—  
A substance called "Kasinat" being an animal-agglutinant used for mixing paints, in Class 1.  
Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hongkong.  
Dated the 16th day of July, 1906.  
DENNIS & BOWLEY,  
Solicitors for the Applicants.

HONGKONG GYMKHANA CLUB.

THE Fourth Meeting of the Season will be held at the Happy Valley, on SATURDAY, the 21st inst., commencing at 4 p.m. The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.  
The Committee invite the Ladies of Hongkong to be present.  
Post Entries will be accepted for Events Nos. 2 and 4.  
C. G. MACKIE,  
Hon. Secretary.  
Hongkong, 17th July, 1906. [743]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.  
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.  
No Fire Insurance will be effected by us in any case whatever.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 17th July, 1906. [744]

## Intimations.

THE  
ROBINSON PIANO  
CO., LD.

MANUFACTURERS

AND  
IMPORTERS

HIGH-CLASS  
PIANOS,  
ORGANS

AND  
Every Description

MUSICAL  
INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [138]

AUSTRALIAN  
WINES.

H. J. Lindeman's

CAWARRA

CLARETS

AND HOCKS.

"CAWARRA" CLARET

Per Case 12 Bottles ..... \$15.00

Per Case 24 1/2 Bottles ..... 16.00

"CAWARRA" HOCK

Per Case 12 Bottles ..... \$15.00

Per Case 24 1/2 Bottles ..... 16.00

FRENCH CLARETS.

	12 bot.	24 bot.	48 bot.
Vin Ordinaire	4.50	5.50	8.50
Cotes	5.00	6.00	9.00
Medoc	5.50	6.50	9.50
St. Emilion	6.50	7.50	10.50
Margaux	7.00	8.00	11.00
St. Julien	8.00	9.00	12.00
St. Estephe	10.00	11.00	14.00
Cor St. Michel	12.50	13.50	16.50
Ch. Leoville	13.00	14.00	17.00
Ch. Larose	13.00	14.00	17.00

H. PRICE &amp; CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 22nd June, 1906. [141]



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

PAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	SAIL
GLASGOW and LIVERPOOL	"ACHILLES"	19th July.	
GLASGOW and LIVERPOOL	"ALCINOUS"	26th "	
GLASGOW and LIVERPOOL	"DIOMEDES"	2nd August.	
GLASGOW and LIVERPOOL	"TELENACHUS"	9th "	
GLASGOW and LIVERPOOL	"PELEUS"	16th "	
GLASGOW and LIVERPOOL	"CHING WO"	23rd "	
GLASGOW and LIVERPOOL	"ANJENOR"	30th "	
GLASGOW and LIVERPOOL	"CYCLOPS"	6th "	
GLASGOW and LIVERPOOL	"HELLESPONT"	13th "	
GLASGOW and LIVERPOOL	"KINTUCK"	20th "	

HOMEWARD.

FROM	STEAMERS	TO	SAIL
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th July.	
GENOA, MARSEILLES & L'POOL	"TEUCER"	24th "	
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "	
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	7th August.	
GENOA, MARSEILLES & L'POOL	"TYDEUS"	14th "	
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	21st "	
HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	28th "	

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO	SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	4th August.	
	"BELLEROPHON"	1st September.	

WESTWARD.

FROM	STEAMERS	TO	SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	17th July.	
	"TYDEUS"	15th August.	

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 12th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	SAIL
KOBE	"SHANSI"	18th July.	
CEBU and ILOILO	"KAIFONG"	18th "	
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	18th "	
NINGPO and SHANGHAI	"SHAOSING"	20th "	
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW"	24th "	
MANILA	"TAMING"	24th "	
KOBE	"TAIYUAN"	25th "	

The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all New Zealand and other Australian  
Ports.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 17th July, 1906.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates
RUHI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 21st July, at Noon.
ZAFIRO	2540	R. Rodger		SATURDAY, 28th July, at Noon.

For Freight or Passage, apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.

Hongkong, 14th July, 1906.

HONGKONG—NEW YORK.



AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

**SHEWAN, TOMES & CO.,**  
General Agents.

Hongkong, 10th July, 1906.

Dentistry.

**Dr. M. H. CHAUN,**  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
37, DES VŒUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 22nd July, 1906.

**TSHIN TING,**  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUIAR STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 20th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA  
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	DESTINATIONS.	TO SAIL
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.
SILESIA	SHANGHAI, YOKOHAMA AND KOBE	3rd August.
SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATIONS.	TO SAIL
SCHWARZBURG	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	24th July.
ALESIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	7th August.
SPEZIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	21st August.
SILESIA	NAPLES, HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	4th Sept.
SCANDIA	NAPLES, HAVRE and HAMBURG. via SINGAPORE, PENANG AND COLOMBO.	18th September.

\* This steamer, specially built for the tropics, has splendid accommodation for first class  
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,  
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,  
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and  
Washermen.

The "RHEMANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,  
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre, and Hamburg, to be  
followed by s.s. "HANSBURG," s.s. "HOHESTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS	DESTINATIONS.	TO SAIL
KOWLOON	KOBE AND YOKOHAMA	18th July, at 3 P.M. Freight and Passengers.
ITHAKA	SHANGHAI AND CHINKIANG	To follow.
LYDIA	SHANGHAI AND CHINKIANG	To follow.
DAPHNE	NAGASAKI AND WADIVOSTOK	End of July. Freight and Passengers.

\* Taking Cargo at through rates to Tsingtao and Chemulpo.  
Freight and Passage apply to

**HAMBURG-AMERIKA LINIE,**  
HONGKONG OFFICE.

For steamers of the Coast Service marked \* to  
SIEMSEN & CO.

Hongkong, 16th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"CHOYSANG"	THURSDAY, 19th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	THURSDAY, 19th July, 4 P.M.
TIENTSIN	"CHIPSING"	FRIDAY, 20th July, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 20th July, 4 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 17th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meitzenho	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,379	G. Meisser	September 16th.
"NUMANTIA"	4,379	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Manila, Timor, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)  
The Steamship

"EMPIRE,"  
Captain St. John George, will be despatched as above,  
on SATURDAY, the 28th instant, at  
Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 3rd July, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

The Steamship

"JESERIC,"  
Captain Thompson, will be despatched for the  
above Ports, on or about the 28th instant.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 4th July, 1906.

Consignees.

FROM HAMBURG, BREMEN, ROTTER-  
DAM, ANTWERP, PENANG AND  
SINGAPORE.

THE H. A. L. Steamship

"SAMBIA,"  
Captain O. Müller, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed to the hazardous and/or extra hazardous  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, and stored at Con-  
signees' risk and expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 23rd July, will be subject  
to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 23rd July, at 3 P.M.

No Fire Insurance has been effected.  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

Hongkong, 16th July, 1906.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON, &c.

THE Steamship

"GLENSTRAE"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, at Kowloon,  
where each consignment will be sorted or  
marked by mark, and delivery can be obtained  
as soon as the Goods are landed.

Optional Goods will be carried on unless  
instructions are given to the contrary before  
4 P.M., TO-DAY.

Goods not cleared by the 22nd instant will  
be subject to rent.

No Fire Insurance will be effected.  
All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamer's arrival.

No claims will be recognised if not presented  
within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.  
Hongkong, 16th July, 1906.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S. S. "FOXLEY,"

FROM NEW YORK.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed that  
all Goods are being landed at their risk into  
the hazardous and/or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Limited, at Kowloon, whence deliv-  
ery may be obtained.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 19th July, at 3 P.M.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 19th July, will be subject  
to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before the  
21st July, or they will not be recognised.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 13th July, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. "Marmora."  
From Australia, ex S.S. "Moldavia."  
From Persian Gulf, ex B.L.S.N. and B. & P.  
S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 17th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the  
Godowns for examination by the Consignees' and  
the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 11th July, 1906.

NOTICE TO CONSIGNEES.

STEAMSHIP "MORTLAKE,"

FROM SAMARANG, SOERABAYA, PAN-  
ROKAN AND CHERIBON.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

**DODWELL & CO., LIMITED,**  
Agents.

Hongkong, 11th July, 1906.

Entertainment.

HONGKONG VOLUNTEER CORPS.  
A GRAND PROMENADE  
CONCERT  
will be held on the  
VOLUNTEER PARADE GROUND,  
on  
SATURDAY, July 21st, at 9.15 P.M.  
Tickets: (Price \$2 and \$1)  
Can be obtained from Volunteer Head Quarters  
(near Hongkong Club) and from the  
Robinson Piano Company.  
Hongkong, 14th July, 1906.

Intimations.

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLERS PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES.  
Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

**LI KWONG LOONG & CO.,**  
司公隆廣李

CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE

at  
No. 35, DES VŒUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Have been patronised by the Hongkong Club,  
Hongkong Hotel, Telegraph Co., Messrs. A.  
S. Watson & Co., Ltd., Firms and other leading  
Establishments in the Colony, to whom refer-  
ence may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.

Messrs. A. S. Watson & Co., Ltd. write as  
follows:—

"We have pleasure in stating that Mr. LI  
KWONG-LOONG furnished the Annex to  
our Dispensary and gave us every satisfac-  
tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.  
Hongkong, 1st March, 1906.

For Sale.

FOR SALE.

WELSHBACH'S  
IN-DOOR &  
OUT-DOOR  
A LIGHT  
GAS ARC  
LAMPS.  
Do. BOXED  
LIGHTS.  
Do. HARP  
LAMPS.  
Do. MAN-  
TLES, CHIM-  
NEYS, GLO-  
BES, SHA-  
DES, &c., &c.,  
and INCAN-  
DESCENT  
GASOLINE  
LAMPS of all  
descriptions  
from best  
makers.  
NAPHTHA of  
the best kind  
for LASSO-  
LINE LAMPS  
and GASO-  
LINE EN-  
GINES, kept  
in stock.

**TAI KWONG CO.,**  
109, Des Vœux Road Central.  
Hongkong, 3rd July, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chil-  
dren's Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1894.

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## WEIRAWAY GOLD MINING CO., LD.

(Continued from Saturday.)

Mr. Taylor continued that the company was reconstructed and so far they had spent another \$4 a share on the new development. Now Mr. Verschell's work had been really the only useful development work which had been done, and he showed them that they really had a mine; showed them where the ore was, and so far the further the mine development proceeded the better results. In the last assays taken from the 30-foot level some worked out at something over \$10 per ton and some at over \$12 per ton. The fact was they had been able to take much ore from the No. 3 shaft, where the best ore was found at present, and it was simply because the ore was not sufficiently blocked out in that direction. The consequence was that the ore which they had been putting through the mine was not the best ore, but might be taken as a very fair average. At present they could not pay expenses because they only got considerably less than half the value of their concentrates. If they could smelt themselves and double the number of stamps, the situation would be very different. The only question was: What could they do? They would remember that when they reconstructed the company Mr. Duff told them that if they spent \$15,000 for about six or seven months, so far as they would then be in a position to run their mill. But that proved altogether wrong. They would also remember that when Mr. Verschell left them he also reported that he considered that when the mill began to run they would be able to clear expenses. That also was fabulous. It was no use thinking of raising another \$20,000 or \$30,000 amongst themselves. If this mine was to pay it must be run upon really adequate capital. So far as Mr. Cole advised them they wanted \$30,000, and the question was how that could be raised. His own opinion was that the only way it could be raised was to construct a new company to buy over this company and to start afresh. He proposed that a new company be formed to take over all the property and claims of the old company, with a capital of \$1,000,000. The price to be paid to the old company was to be \$1,000,000 in full, and the new company was to be estimated that the mine could be placed on a thoroughly sound paying basis by an expenditure of \$300,000, which should be sufficient to double the number of stamps, erect a crushing and smelting plant, push on development sufficiently to supply the mill with 160 tons of ore a day, and test the mine completely with a diamond drill. The capital to be distributed as follows:

27,314 fully paid share to vendors ... \$273,140  
72,686 shares: First call of \$1 ... \$726,860  
Second call of \$2 ... \$145,372

Cash required ... \$363,430 363,430  
Leaving to be called up for development  
other claims, etc. ... 363,430  
\$1,000,000

Dividends payable on 616,570  
The following returns were calculated on actual results obtained since the mill was started this Spring. The bullion from the plates realized a fraction over \$1 per ton of ore. About 18 tons of ore yielded 1 ton of concentrates valued at G. 56s. The ore improved with depth of working, and what had hitherto been put through the mill was believed to be below the average value. The estimated returns, therefore, were reliable. If the present Company had the necessary equipment for treating its concentrates it would make a profit even without doubling the stamps. Returns from Osaka and San Francisco confirmed the correctness of the mine assays. Present expenses did not exceed \$12,500 per month, and doubling the stamps should increase them by one-third. To be on the safe side and to allow for treatment of concentrates, they were estimated at \$20,000 a month.

ESTIMATED RETURNS.  
48,000 tons of ore, giving on the plates bullion at G. 5s per ton ... G. \$48,000  
2,666 tons of concentrates at G. 56s per ton ... G. \$173,290

G. 21,290  
or Mex. \$42,580  
Less expenses \$20,000

Profit Mex. \$102,580  
equivalent to a dividend on a paid-up capital \$616,570, or 31.82 per cent.

The reason he suggested that the shareholders should be paid at the rate of \$10 was that they had actually spent on the mine about four lakhs, that was to say that development and the mill, and other expenses had cost about that sum. They had been led by experience what to do; they had put the thing beyond any doubt; this was no longer a speculation. It would be a great pity if Shanghai should give up this mine. It seemed to him that the mine had been proved. They could see the plans, and it was only the fact that they had been so short of capital and so badly advised that they had come into this position. He would like to see Shanghai take the matter up and put the thing through. (Applause.)

Mr. Sullivan asked if Mr. Taylor's remarks were endorsed by the directors.

The Chairman said in general he thought what Mr. Taylor had stated was the position. In reference to stamps, \$30,000 would not cover the laying of foundations, and probably if they put up 40 stamps they would have to face the question of putting the mill in a proper place—the place first contemplated.

Mr. Leake asked what would be the cost of a smelter.

The Chairman replied that he had not the least idea.

Mr. Blount asked if the directors had any proposal or scheme or indication as to the way they proposed to dispose of the mine, or if they had anything to lay before the shareholders.

The Chairman said at that moment there was nothing before the directors at all. They simply had this resolution. There was a letter on the table from the mine manager which might throw some light on the question of these concentrates. He gave the gross value of the concentrates as \$5.20—gold, \$40.10 silver, \$6.10 lead, \$12.20 copper, \$7.20 (over) and he said that the smelter values in San Francisco, making deductions for copper and lead, gave \$51.03 so that they lost from the gross value \$14.04 per ton in the smelter's deduction for copper, silver and lead. Over and above their charges for smelting they took \$14 from the actual value. Whether the smelter got this, or it was lost in smelting, he did not know. Then in addition there were the charges for hauling the concentrates to Weihaiwei, storage and lighterage, transshipment at Shanghai, insurance, freight, transshipment to smelter, smelter charges, etc., which amounted to \$10. This meant that from the value of the metals in the concentrates \$33 a ton went in charges and on loss of concentrates, and they only got \$32. From these figures shareholders could see how very quickly the loss would be turned into profit if they had some way of dealing with the concentrates on their own ground.

Mr. Taylor said that from a fair sample of two tons sent to San Francisco the gross value of the concentrates was over \$91 gold, so that putting the value of concentrates of \$61 put them quite on the safe side.

Mr. Leake suggested that the directors be requested to draw up a scheme on the lines proposed by Mr. Taylor and that it be laid before the shareholders.

Mr. Chairman said the directors would be only too glad to carry out the shareholders' wishes in every way.

Mr. Macleod said the difficulty that arose was that the meeting had before it a resolution, and the question was whether they should give the directors power to sell the undertaking of the company. If they wished to sell the company they might do so if anyone came forward to buy it. If they could find someone to put up the money required, then they could proceed, or if the present shareholders put it up then the difficulty could be got over.

Mr. Leake said his suggestion was to sell to a new company.

Mr. Macleod replied that they would have to find the new company. If they started a new company themselves, then they could sell to the new company. It was quite clear that someone had to find the money and the shareholders must make up their minds whether they would raise it, or find it from other people.

Mr. Sullivan proposed to shut down the whole thing and reconstruct the company. They could sell from themselves to themselves. Mr. Macleod said they could go into liquidation and do this.

Mr. Leake said he had previously suggested going into liquidation. Mr. Macleod said the directors could not go before the shareholders and say they could produce the extra money and form a new company to whom they might sell. To put the company in liquidation would only be to incur extra expenses, as having put the company into liquidation, necessary proceedings must take place—they could not leave the matter and do nothing.

The Chairman said the directors appreciated Mr. Sullivan's idea that the mine should not be shut down, but be carried on. The directors found it absolutely impossible to carry on the mine with only twenty stamps. If they put in forty stamps they would require a great deal more ore, and that would take time.

Mr. Sullivan said he wanted the mine continued at all not the mill.

Mr. Taylor proposed that after the words "are hereby authorized" the words "subject to the sanction of a general meeting" be inserted in the resolution.

Mr. Leake seconded.

The amendment was carried *unanimously*. On the resolution as amended being put before the meeting, it was also carried without any dissenting vote.

This disposed of the business and the Chairman thanked the shareholders for their attendance.—N. C. D. News.

## Shipping.

Arrivals.

Rubi, Br. s.s., 1,611, R. W. Almond, 16th July, from Manila, 14th July, Gen.—S. T. & Co.

Choyang, Br. s.s., 1,474, A. E. Sandbach, 16th July, from Shanghai and Swatow 11th July, Gen.—S. T. & Co.

Hue, Fr. s.s., 700, Godinard, 16th July, from Haiphong and Hanoi 15th July, Gen.—A. R. M.

Knivseberg, Ger. s.s., 646, C. H. Jensen, 16th July, from Manila 14th July, Sugar.—J. & Co.

Shoshu Maru, Jap. s.s., 1,801, T. Suruga, 16th July, from Kobe 7th July, Gen.—O. S. K.

Tsuru Maru, Jap. s.s., 1,500, K. Shimizu, 16th July, from Kuchino 10th July, Coal.—M. H. K.

Emma Lyken, Ger. s.s., 1,159, G. Conrad, 16th July, from Naurius 20th June, Sugar.—Wing Sing & Co.

Prometheus, Br. s.s., 1,583, Geo. Moir, 16th July, from Fochow 15th July, Gen.—B. & S.

Shawmut, Am. s.s., 9,066, E. V. Roberts, 17th July, from Manila 14th July, Flour.—J. & Co., Ltd.

Siam, Br. s.s., 996, R. H. 17th July, from Shanghai 7th July, Box-wood.—Mr. Gen. McBain.

Johanne, Ger. s.s., 952, Island, 17th July, from Haiphong 13th July, and Hoihow 16th July, Rice, Pigs and Eggs.—J. & Co.

Sabine Rickmers, Ger. s.s., 630, J. R. Naabst, 17th July, from Canton 16th July, Gen.—A. K. Co.

Haimun, Br. s.s., 636, A. J. Robson, 17th July, from Tamsui via Amoy and Swatow 16th July, Gen.—D. L. & Co.

Austria, Aust. s.s., 4,879, A. Bilfinger, 17th July, from Trieste 29th May, and Singapore 11th July, Gen.—S. W. & Co.

Kowloon, Ger. s.s., 2,376, H. Siehr, 17th July, from Canton 17th July, Gen.—H. A. L.

Shansi, Br. s.s., 1,228, F. Boyd, 17th July, from Canton 16th July, Gen.—B. & S.

Chiyeun, Ch. s.s., 1,177, C. Stewart, 17th July, from Canton 16th July, Gen.—C. M. S. N. Co.

Cleanances at the Harbour Office.

Choyang, for Swatow.

Hoihow, for Kwongchow.

Hongkong Maru, for Amoy.

Magellan, for Manila.

Prometheus, for Singapore.

Siam, for Singapore.

R. P. 32, for Langkat.

Tian, for Manila.

Ufina Maru, for Sourabaya.

Apenrade, for Hoihow.

Glantrae, for Shanghai.

Namsang, for Singapore.

Departures.

July 17.

Hongkong Maru, for San Francisco.

Borneo, for Sandakan.

Ellenbeth Rickmers, for Bangkok.

Bombay Maru, for Singapore.

Sambha, for Shanghai.

Clara John, for Hongkong.

Pratt, for Canton.

Shanghai, for Canton.

Namsang, for Calcutta.

Tian, for Manila.

Choyang, for Canton.

Skuld, for Canton.

## Passengers arrived.

Per *Austria*, from Singapore—263 Chinese.

Per *Choyang*, from Shanghai, &c.—Miss Hancock, Mr. Stewart, 64 Chinese and 10 Japanese.

Per *Haimun*, from Coast Ports—Mrs. Nagawa Naka, Messrs. Pledge, Gibson, Capt. Schmitt, and 123 Chinese.

Per *Rubi*, from Manila—Mr. and Mrs. E. S. Sprungel, Mr. and Mrs. Brandigan, Mr. and Mrs. Carraha, Mr. and Mrs. Rannay, Mr. and Mrs. O. Bartels and children, Mr. R. F. Lloyd, Mrs. Byrnes, Messrs. H. S. Forbes, S. Chroder, W. M. Maule, O. Schutte, Mrs. H. T. Bredes, Mrs. T. H. Leblond, Mr. and Mrs. C. Krau, Mr. B. A. Quigley, Misses Culligan, Blanchard, Mrs. Beandochild, Mrs. Tammelin, Mr. H. de Burlet, Dr. Hibbert, Capt. Crockett, and 116 Chinese.

Per *Shawmut*, from Manila—Mrs. Squires, infant and servant, Mr. P. P. Borne, G. N. Lamb, Mr. W. F. Duensing, Mr. and Mrs. Hager, infant and servant, Messrs. W. L. Willey, Ibo de Leon, Comdr. F. W. Coffin, E. Parker, Oscar Hall, O. I. Olson, A. Chetnut, P. M. Tague, Capt. N. K. Averill, Messrs. A. O. Sasse, E. C. Bens, Mr. and Mrs. J. D. Williamson, Capt. Jamieson, Messrs. F. Kutohke, A. Larate Sy Cip, E. F. Collins, Mr. and Mrs. Schlofield, Messrs. G. R. Putnam and D. C. Alexander.

Shipping Reports.

Str. *Chingtu* from Yokohama—Experienced moderate to light winds throughout.

Str. *Haimun* from Tamsui, &c.—Light variable airs and calms, and fine cloudy weather.

Str. *Chingtu* from Cheloo—Light to moderate variable winds and fine weather, foggy off NE. Promontory and Breaker Point.

Str. *Yuenang* from Manila—Experienced light variable winds and smooth sea, with fine clear weather throughout.

Vessels in Port.

Str. *Chingtu*.

Aki Maru, Jap. s.s., 3,095, M. Yagi, 14th July, from Shanghai 11th July, Gen.—Y. Y. K.

Apenrade, Ger. s.s., 617, H. N. Gaudard, 15th July, from Pakhoi 12th July, and Hoihow 14th July, Gen.—J. & Co.

B. A. Broch, Nor. s.s., 541, Andersen, 14th July, from Shanghai 7th July, Eastenware.—Davidson & Co.

Bourbon, Fr. s.s., 900, Le Ball, 13th July, from Saigon 9th July, Gen.—Man Fat.

Brand, Nor. s.s., 1,520, M. Evensen, 9th July, from Sourabaya (Java) 26th June, Rice.—S. W. & Co.

Carl Diederichsen, Ger. s.s., 774, H. Schalkier, 13th July, from Hoihow 10th July, Rice.—J. & Co.

Chingtu, Br. s.s., 1,459, C. Plunkett Cole, 16th July, from Yokohama 6th July, Gen.—B. & S.

Cranley, Br. s.s., 3,073, W. E. Steele, 8th July, from Durban 13th June, Coals.—G. L. & Co.

Dakota, Am. s.s., 1,305, E. Francke, and July, from Seattle 7th June, and Shanghai 29th June, Gen.—N. Y. K.

Fookwang, Br. s.s., 1,587, W. E. Sawyer, 8th July, from Calcutta 21st June, Coals.—J. M. & Co.

Fr. Nor. s.s., 920, Vagle, 31st July, from Hong Kong 1st July, Coal.—Aagaard, Thoreisen & Co.

Glenloch, Br. s.s., 2,977, E. J. Stallard, 9th July, from Kobe 1st July, and Shanghai 6th, Ballast.—McG. Bros & Gow.

Glenstrae, Br. s.s., 3,354, J. McGilvary, 16th July, from London via Ports 2nd June, Gen.—McG. Bros & Gow.

Hans Wagner, Ger. s.s., 961, J. Kageman, 20th July, from Saigon 15th June, Rice.—L. W. & Co.

Hilary, Ger. s.s., 1,276, Uecker, 14th July, from Swatow 13th July, Gen.—S. W. & Co.

Ingalls, Am. transport, 602, Scott, 3rd July, from Manila 30th June.

Kailong, Br. s.s., 982, Finlayson, 11th July, from Hoihow 7th July, Sugar and Hemp.—B. & S.

Kore, Am. s.s., 5,651, W. B. Seabury, 15th July, from San Francisco 20th June, and Shanghai 12th July, Mails and Gen.—P. M. S. Co.

Kumsang, Br. s.s., 2,071, E. J. Buller, 14th July, from Calcutta 1st July, Coal.—J. M. & Co.

Magallanes, Am. s.s., 837, A. Frezabal, 25th June, from Manila 23rd June, Ballast.—Captain.

Monteagle, Br. s.s., 3,093, S. Robinson, 1st July, from Vancouver 4th June, and Shanghai 17th June, Gen.—C. P. R. Co.

Morlake, Br. s.s., 1,737, F. W. Balten, 11th July, from Cheribon (Java) 2nd July, Sugar.—Order.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June, from Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 13th July, from Manila 9th June, Ballast.—Barretto & Co.

Petrarch, Ger. s.s., 1,252, R. Hatle, 12th June, from Saigon 7th June, Gen.—S. W. & Co.

Phanang, Ger. s.s., 1,021, F. Mangelsdorff, 15th July, from Bangkok 8th July, Rice and Gen.—B. & S.

Prometheus, Nor. s.s., 1,023, O. Karmeliner, 6th July, from Bangkok via Swatow 5th July, Rice.—N. Y. K.

Quinta, Ger. s.s., 685, F. Fröh, 13th July, from Bangkok 4th July, Rice and Gen.—S. & Co.

Shahjehan, Br. s.s., 1,276, J. R. Scott, 14th July, from Saigon 9th July, Rice, &c.—Wo Fat Sing.

Taishan, Br. s.s., 1,100, J. T. Laing, 29th June, from Shanghai via Ports 24th June, Gen.—B. & Co.

Taiyuan, Br. s.s., 2,668, L. Dawson, 6th July, from Sydney 12th June, and Thursday Island 25th June, Gen.—B. & S.

Tintow, Br. s.s., 901, C. I. Kerr, 13th July, from Bangkok 5th July, Rice.—A. K. & Co.

Trym, Nor. s.s., 1,138, S. Andersen, 5th July, from Bangkok 28th June, Rice, Meal and Wood.—Order.

Ufina Maru, Jap. s.s., 4,403, K. Nuno, 8th July, from Moji 29th June, Coal.—M. B. K.

Yuenang, Br. s.s., 1,128, F. Mooney, 14th July, from Manila 13th July, Gen.—J. M. & Co.

Z. V. de Aldecoa, Am. s.s., 720, F. Xandaro, 15th June, from Manila 12th June, Ballast.—Barretto & Co.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

At Kowloon Dock.

H.M.S. Sir William.

Jervoise.

U.S.A.T. Ingalls.

Wanderer.

Cranley.

Hongkong Maru.

Namsang.

at Whampoa Dock.

Shanghai.

Anhui.

11th Inst.

New Dock.

## Steamers Expected.

Vessel	From	Agents	Date
Sunda	Singapore	P. & O. Co.	July 19
Amiral Duperre	Singapore	M. M. Co.	July 20
Lower Castle	Shanghai	U. & Co.	July 22
Roset Simons	Singapore	M. M. Co.	July 23
Coptic	Japan	O. & D. Co.	July 23
Emp. of China	Japan	C. P. R. Co.	July 24
Tartar	Japan	C. P. R. Co.	July 24
Kutsang	Singapore	J. M. & Co.	July 24
Tijpanas	Japan	C. J. K. Co.	July 25
America Maru	San Francisco	T. K. K. Co.	July 27

## Ships Passed The Canal.

Colra, Tenkat, Tonkin.	5th June—Kawachi
Maru, Spikhead.	9th June—Manila, Oansa,
Indrawadi, Polynesian, Longcor, Spolia.	12th
June—Bayern, Benlaris, Benlaris, Nubia,	
Aslyanas, Benlaris.	15th June—Armand
Bthic, Polypheum, Prins Heinrich, Chaus,	
Awa Maru, Atholl, Luertis.	19th June—Mon-
mouthiki, Indrago, Simbia, Idria, Spolia,	
Orales, Urmsion, Grange.	22nd June—
Achilles, Caladon, Ni-chow, Senach.	26th
June—Benvorlich, Calchas, Ceylon, Merioneth,	
Moyna, Poona, Prince Regent, Luitpold,	
Anchiter.	30th June—Dardanus, Ernest
Simons.	4th July—Slatia (Ger.), Sawuki
Maru, Den of Malin, Montrose, Sherten.	6th
July—Benvenue, C. Ford, Loris, Dromed, Javan,	
Telamach.	10th July—Bendit, Filintshire,
Jasen, Scandia, Sihanota, Dongola, Ervora,	
Prins Etel Fridrih.	14th July—Renader,
Caladon, Malta, Pelcus, Radnorshire, Binge	
Maru, Ching Wo, Pindari.	

## Arrivals at Home.

Persia, Verona.	9th June—Kintuck, Shimosa,
Agammon, Kawachi Maru.	12th June—
Sagamami, Polynesian.	15th June—Sachsen
15th June—Soctra.	19th June—Longcor, Ben-
los, Sachsen.	22nd June—Manila.
22nd June—	Helleroph.
26th June—Benlaris.	30th
June—Caledonin, Prince Heinrich.	4th July—
Prince Heinrich, Ava Maru, Benlaris,	Urmsion Grange, Calchas.
6th July—Indra-	rago, Merioneth, Segovia.
7th July—Cey-	lon.
10th July—Anclis, Moyna, Sanuki	Maru.
14th July—Salaria, Silvia, Poona.	

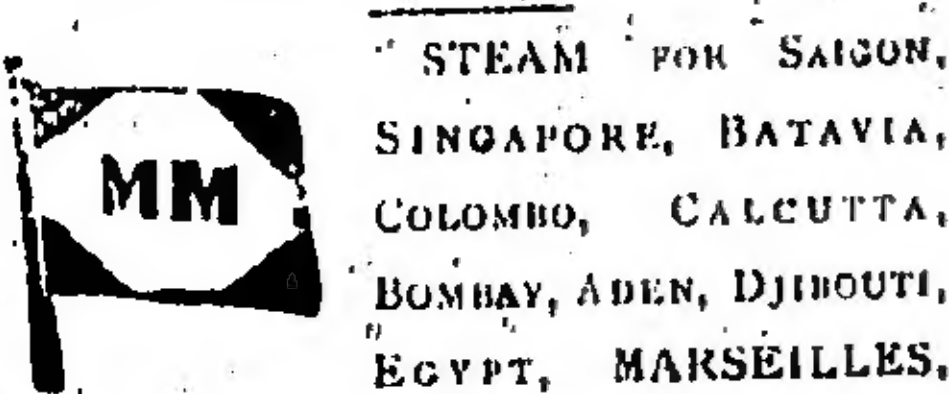
## Post Office.

A Mail will close for—

Quongchow-wan, Hoihow, Pakhoi and Haiphong, for Hong Kong, 15th July, 9 A.M. Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Montague*, 18th July, 10 A.M. Europe, &c., India, via Tutuorin—Per *Seydlitz*, 18th July, 11 A.M. Macao—Per *Heungshan*, 18th July, 1.15 P.M. Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Chingtu*, 18th July, 3 P.M. Cebu and Iloilo—Per *Kailong*, 18th July, 3 P.M. Sate—Per *Shahjeh*, 18th July, 3 P.M. Swatow and Del—Per *Johnnie*, 18th July, 3 P.M. Haiphong—Per *Carl Diederichsen*, 18th July, 5 P.M. Swatow, Amoy and Fochow—Per *Haimun*, 19th July, 5 P.M. Macao—Per *Heungshan*, 1



## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN, DJIBOUTI,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "TONKIN."

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 24th July, at 1 P.M.

This steamer connects at Colombo with the Australian line s.s. *Australis* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. *ARMAND BEHIC* ... 7th August.  
S.S. *ERNEST SIMONS* ... 21st August.  
S.S. *CALEDONNIEN* ... 4th September.  
S.S. *POLYNESIEN* ... 18th September.  
S.S. *SALAZIE* ... 2nd October.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th July, 1906.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIAN OCEAN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

## The S.S. "DEVANHA."

Captain F. H. Hyde, R.N., carrying H.M. Majesty's Mails, will be despatched for the BOMBAY, on SATURDAY, the 28th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Maellan*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Perla*, due in London on the 9th September, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 14th July, 1906.

## Intimations.

## CUTLER, PALMER &amp; CO.

## WINE &amp; SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
WHISKY, PAUL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO  
**SIEMSEN & CO.,**  
HONGKONG AGENTS.

Hongkong, 15th November, 1905.

## ACHEE &amp; CO.

ESTABLISHED 1859.

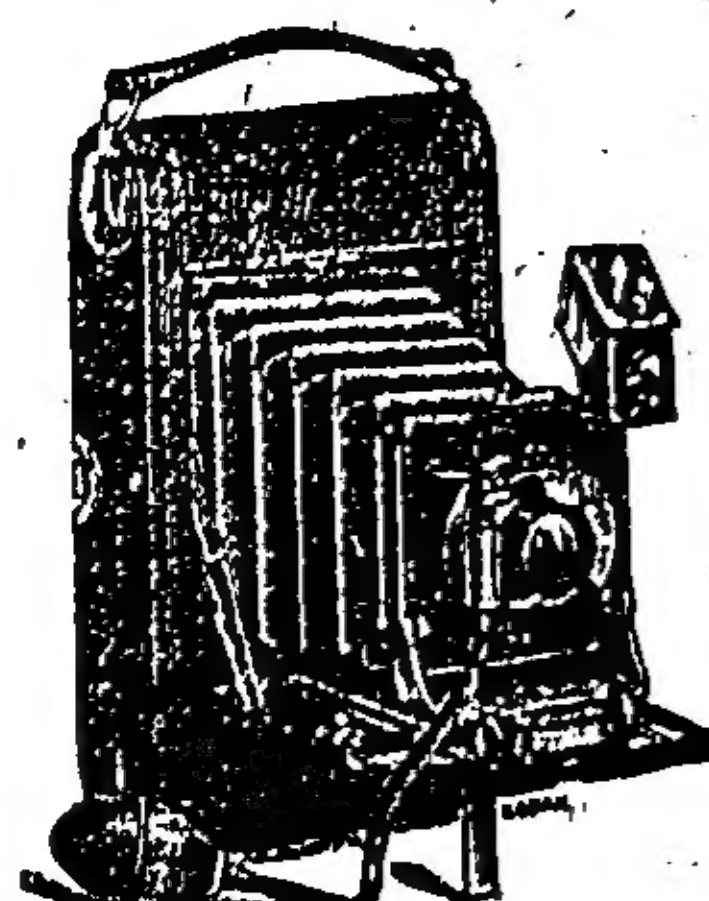
## FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.



## DEPOT

FOR

BASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVED PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1905.

## SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0 9/16 = \$26.87 for 2nd half-year 1905 }	5 1/2 %	{ \$830 London 902 \$47 cum call ac. }
National Bank of China, Limited	99,925	£7	£6	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$74,099	\$2 (London 3/6) for 1913	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$211,540	\$20 for 1904	5 1/2 %	\$342 1/2
North China Insurance Company, Limited	10,000	£15	£3	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£11,302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£22,721,771	Interim div. of 13/6 for 1905	4 1/2 %	\$810 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$50,134	\$12 and 13 special dividend for 1904	8 1/2 %	\$175 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$314,618	\$6 for 1904	6 1/2 %	188
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$421,618	\$25 for 1904	8 %	\$312 1/2 an. & b.
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	16,563	\$1 1/2 for 1905	7 1/2 %	\$20
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Nil	\$3 1/2 for year ended 30.6.1905	8 %	\$43 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£21,020	1 1/2 for 2nd half-year making \$2 for 1905	7 1/2 %	\$27 sales
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£2,432	10/- @ ex. 2/1 9/16 = \$1.59	6 1/2 %	\$70 ex div.
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£2,115,6	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 14 making Tls. 3 1/2 for 1905 }	8 %	Tls. 62 sellers Tls. 51 buyers
"Shell" Transport and Trading Company, Limited	10,000	£1	£1	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£107,815	1/- (Coupon No. 6) for 1905	4 %	27 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£27	{ \$1.50 for year ending 30.4.1906 \$0.75 }	{ 5 % 3 1/2 % }	{ \$30 \$21 }
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£13,013	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£140,914	Final of \$15 making \$25 for 1905	16 1/2 %	\$150
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£132,588	\$3 for 1897	...	\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06 }	7 %	Tls. 10 sales
Central Consolidated Mining Company, Limited	100,000	£1	£1	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£909,050	Final of 50 cents making \$1 for 1905	7 %	G. 514
1. Australian Gold Mining Company, Limited	50,000	£1	£1	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£8,745	No. 12 of 1/- = 48 cents	...	\$3 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$125	\$125	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$20,010	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$106 buyers
1. Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$29,500	\$6 for second half-year making \$12 for 1905	8 1/2 %	\$143
1. New Amoy Dock Company, Limited	10,000	\$50	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 34,924	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 106
Shanghai and Hongkong Wharf Company, Limited	12,000	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 222 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	none	First year	...	Tls. 100
1. Hotel House Company, Limited (Shanghai)	10,000	\$25	\$25	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$9,028	\$2 1/2 for year ended 30.6.1905	7 1/2 %	\$124 sellers
Central Stores, Limited	6,000	\$15	\$15	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$152 buyers
Do. (new issue)	24,000	\$15	\$15	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	None	\$2 on \$7 1/2 for 1905	...	\$152 buyers
Do. (Founders')	123	\$15	\$15	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£64,975	None	...	\$100 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£1619	\$5 for second half-year making \$10 for 1905	8 %	\$125
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£67,830	Final of \$3 1/2 making \$7 for 1905	6 1/2 %	\$113 buyers
Hotel de Colonies Company, Limited	10,000	Tls. 25	Tls. 25	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 1,935	Final of 6 1/2 = 10 1/2 for 1905	14 1/2 %	Tls. 17 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$4,699	Final of \$6 making \$10	10 %	\$100
Empires Estate & Finance Company, Limited	10,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$5,070	80 cents for 1905	7 1/2 %	\$11 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$574	\$2 1/2 for 1905	6 1/2 %	\$18
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 112 buyers
West Point Building Company, Limited	2,500	\$50	\$50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$52
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 45,939	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 100,000	3 1/2 a/c 1898	...	Tls. 58 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	none	Tls. 8 for 1905	10 %	Tls. 73 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 18,456	Tls. 25 for 1905	8 1/2 %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$1,066	\$7 for 1905	8 %	\$86 sales
1. Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£814	1/3 per share for 1905	8 1/2 %	\$2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$1,097	\$3 for 1905	9 1/2 %	\$74 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 78 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£1,119	60 cents for year ended 28.2.06	9 %	\$10
China Light and Power Company, Limited	50,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$1,181	80 cents for 1905	6 %	\$9 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$2,264	\$1.20 for year ending 31.7.1905	7 1/2 %	\$161 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£2,264	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$23 1/2 sellers
Green Island Cement Company, Limited	150,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$2,291	\$2 1/2 for year ending 28.2.06	11 %	\$23 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$20,893	\$1.00 for 10 months ending 28.2.06	8 %	\$15
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£2,568	{ \$1.00 for 10 months ending 28.2.06 65 cents }	6 1/2 %	\$235
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$2,796	\$15 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$5,814	\$9 for 1905 on 50 shares	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	£2,500	Final of 50 cents making \$1 for the year	11 %	\$9
Maatschappij tot Exploitatie van Loosdrechtse polder in Langkui, Limited	25,000	Gs. 100	Gs. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 10,374	{ second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06 }	10 %	Tls. 225 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 11,017	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making Tls. 5 for 1905 }	6 1/2 %	Tls. 13 1/2 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	10 1/2 %	Tls. 145 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	{ 7,200 7,200 6,000 20,000 }	{ £20 £20 £25 \$5 }	{ £20 £20 £25 \$5 }	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 85,592	{ Final of 37 1/2 making \$2 1/2 for 1905/6 First year None 50 cents for year ended 31.5.05 }	{ ... ... 8 1/2 % 7 1/2 % }	{ Tls. 280 sellers \$20 \$6 }
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$22,000	{ 80 cents \$19.80 }	{ 9 % 11 % }	{ \$9 \$180 }
Do. (Founders')	100	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$551	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$7,734	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 1/2
William Powell, Limited	15,000	\$10	\$10	{ £1,000,000 \$10,000,000 \$250,000 \$12,335 \$150,000 }	\$4,500			